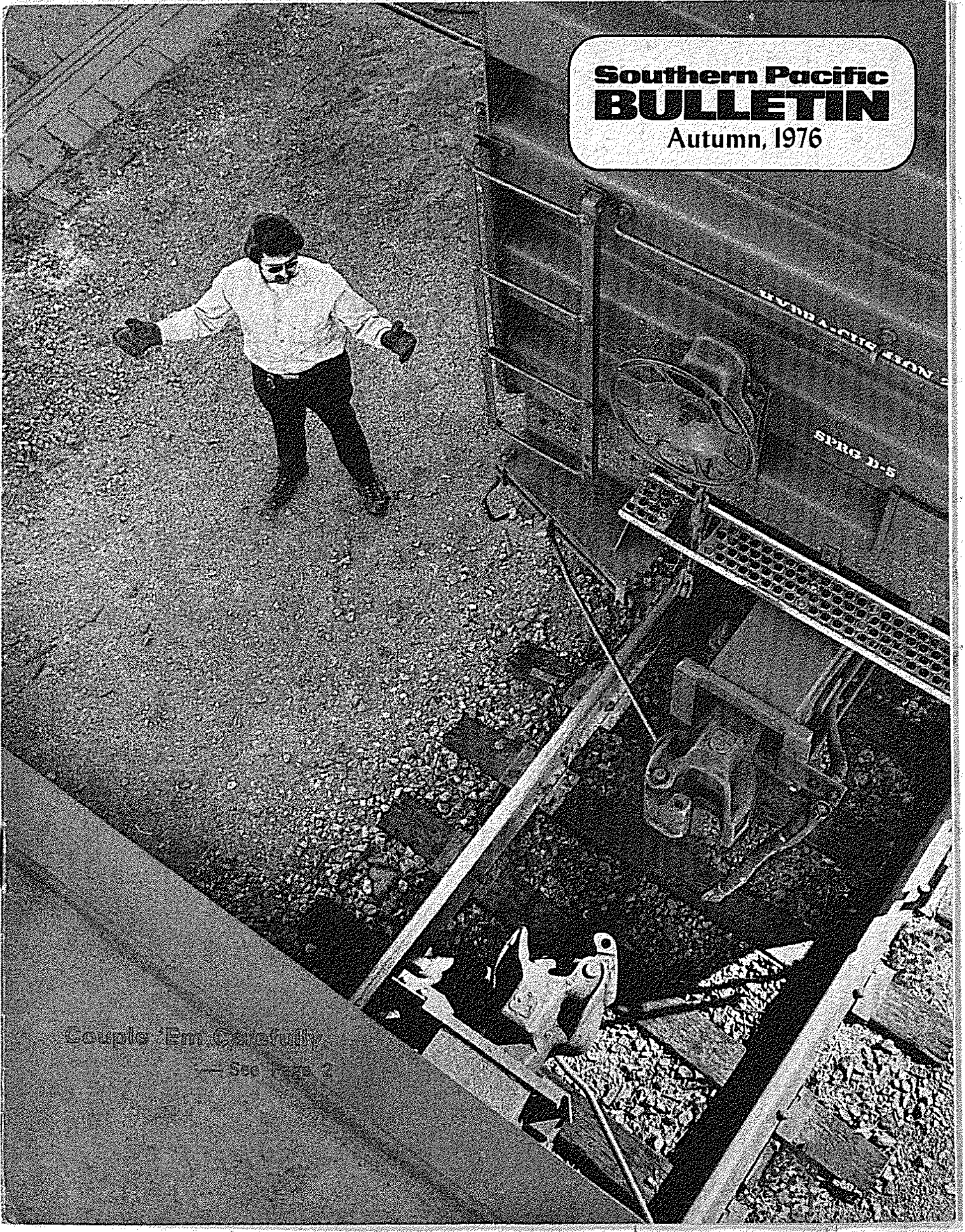
# Southern Pacific BULLETIN

Autumn, 1976



Couple 'Em Carefully

— See Page 2

### SP's Claim Bill Down $2.4 Million for First Half of 1976:

# Solid Progress in Battle Against Damage

BACK IN JANUARY we set ourselves a system goal of reducing freight loss and damage claims by $2 million or more in 1976.

"We're going to make that goal — no doubt about it," says D. C. Dudley, manager of Damage Prevention & Loading Services (DP&LS). "Our claim bill was down by about $2.4 million for the first six months of this year, and we're still going strong."

"It's an achievement we can be proud of," he says, "but that doesn't mean the battle against damage is over. Last year damage claims cost our industry more than $312 million — or $1.83 out of every $100 of gross revenue the railroads took in.

"Southern Pacific's freight claim bill came to about $21 million in 1975. That works out to a ratio of $1.74 for every $100 of revenue — well below the national average, but still a lot of money that could have been used for constructive purposes."

### Three Major Fronts

SP has been battling damage on three major fronts for many years, and we've made some solid progress — particularly in the last few years. Since 1970, for example, our claim ratio (exclusive of fires and derailments) has declined from $1.62 to $1.24.

"We're estimating that the ratio will be down to $1.11 for 1976, if we all continue to pull together, and our goal is to get it down to $1.00 or less for every $100 of revenue by 1980," Dudley says.

## Cover

Switchman Frank Lawson signals to engineer for gentle coupling of two SP boxcars at Sparks, Nevada. Lawson, who is president of UTU-S Local 1799, is well aware that conscientious work by SP crewmen plays a vital role in our battle against damage.

ABOVE: A sophisticated computer program accumulates data on every claim in which SP participates. This data helps the Damage Prevention & Loading Services Dept. focus on problem areas. Looking over computer print-out with D. C. Dudley, center, manager, DP&LS, are Supts. of DP&LS J. M. Stricklin, left, and J. M. Mustanich.

Our three-front program to reduce damage claims includes work with shippers for better loading, packaging and handling methods; work with SP people for more careful car handling; and multi-million dollar expenditures for better equipment and facilities.

In that latter category are such items as SP's purchase of thousands of shock-absorbing Hydra-Cushion cars and other types of damage-preventing equipment, its construction of electronic gravity yards with computer control of coupling speeds, and its installation of scores of hot box detectors and thousands of miles of ribbon rail throughout the system.

### Twenty-Five Experts

Work with shippers and receivers is the primary responsibility of the DP&LS Department, which has 25 technical and supervisory people — all damage prevention experts — staffing offices in Portland, San Francisco, Los Angeles, Houston and East St. Louis.

"We believe that damage prevention is above all a cooperative matter between the shipper and the carrier," Dudley says. "If the input is only from one or the other, the results are likely to be unsatisfactory, but if the two work together, improvement is almost guaranteed."

SP's joint effort with plywood shippers and the American Plywood Association to reduce damage to plywood shipments offers a classic example of the importance of cooperation.

### Attacking the Problem

About ten years ago, damage to this commodity was increasing and claim payments were accelerating.

SP's DP&LS Department made a study of the various loading methods actually being used by the plywood industry, identifying about 50 different methods. Then it evaluated each of these methods, enlisting the help of other carriers to check the condition of thousands of loads on arrival. Shippers also cooperated in this research effort.

Eventually DP&LS found 11 loading methods satisfactory from a damage prevention standpoint and also acceptable to both individual shippers and the American Plywood Association.

In 1967 Southern Pacific published a pamphlet on how to load plywood, based on our research and input from the plywood industry. The shippers began using the loading methods outlined in the pamphlet, and damage began to drop dramatically.

### Claim Ratio Drops

In 1966 SP was paying claims on eight out of every 100 cars of plywood shipped over our lines, and the claim payout amounted to $2.01 out of every $100 of revenue. Last year only one car out of 100 generated a claim, and our ratio was down to 42 cents per $100 of revenue.

The SP pamphlet ultimately provided the basis for an Association of American Railroads pamphlet, and the benefits of the project were spread to plywood shippers and rail carriers throughout the U.S. and Canada.

### Shippers Pleased

"Needless to say, the shippers were pleased and told us so, and that has been highly gratifying," Dudley says.

For example, a representative of one of the nation's largest plywood producers commented recently:

"Southern Pacific has made a major contribution to the plywood industry through its individual research and cooperative efforts with shippers to develop better loading methods. Our industry is still benefitting from these efforts which have reduced transit damage to a small fraction of what it was 10 years ago."

DP&LS has worked cooperatively on similar projects with shippers, shipper associations and other carriers in many other commodity areas. These efforts have paid important dividends in reducing claims.

Our claim ratio on canned goods, for instance, has gone down from $2.53 in 1970 to $1.70 in 1975; on beer, from $1.47 in 1970 to 61 cents in 1975. On major household appliances there has been a 40 per cent drop in claim payments since 1970, despite the inflation.

### Excellent Pamphlets

"The A.A.R. is doing an excellent job of publishing loading pamphlets on all commodities," Dudley feels, "and shipper association input to these pamphlets is a matter of standard procedure before publication."

The pamphlets must be reviewed

## Biaggini Named to U.S. Commission

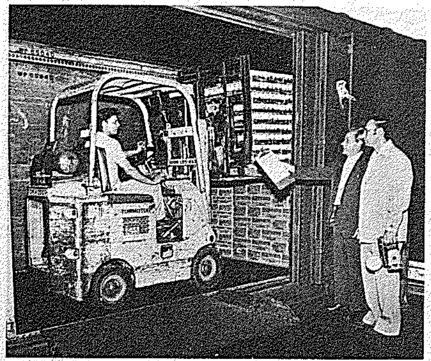
The President of the United States has appointed Southern Pacific Company Chairman B. F. Biaggini to the National Transportation Policy Study Commission.

The commission is charged with making a "full and complete investigation and study of the transportation needs and resources, requirements and policies of the United States." It is to report its findings and recommendations to the President and Congress by December 31, 1978.

Mr. Biaggini is one of seven public members of the 19-member commission — the other 12 being members of Congress.

BELOW: Pleased with appearance of an outbound load of plywood after spot check at Georgia Pacific's Springfield, Ore., plant are l-r, C. V. Painter, asst. supvr. DP&LS; John H. King, corporate traffic mgr. for Georgia Pacific Corp. and president, National Assn. of Shippers Advisory Boards; and Georgia Pacific Shipping Supvr. R. L. Bennett.

BELOW RIGHT: Damage-free car of canned goods is unloaded at Certified Grocers receiving dock at San Fernando, Calif. Looking on are J. H. Heller, asst. supt., DP&LS; and G. V. Torigian, freight inspector (light suit). DP&LS inspectors use about 200 cameras for on-the-spot pictures of arrival condition of loads.



and revised frequently to keep up with the rapid changes taking place these days in the ways products are wrapped, packaged, handled and shipped. For example, a third revision on the plywood pamphlet is now in preparation.

The A.A.R. currently has 15 active sub-committees at work on specific commodities. SP is very much involved in the work of these national groups.

"I am convinced that the only way to achieve a consistent and permanent reduction in SP's freight claim payout is by cooperating with other carriers to reduce the national freight claim bill," Dudley says. "Incidentally, we expect the national bill to be down by about $20 million this year."

Dudley is a former chairman of the A.A.R.'s Damage Prevention Committee and is now serving on the management committee of the A.A.R.'s recently reorganized and revitalized Freight Claim and Damage Prevention Division.

### Work in Progress

DP&LS is currently working with shippers on a major effort to reduce claims on perishables. On our own railroad, we've made a substantial improvement in the on-time handling of carloads of fruits and vegetables this year. Incidentally, J.M. Mustanich, superintendent, DP&LS, San Francisco, was the principal author of a new pamphlet on perishable loading just issued by the A.A.R.

Similarly, DP&LS officers are meeting with representatives of the auto industry on what will be a nationwide campaign to eliminate damage to new automobiles. SP has, of course, spent large sums over the past few years on specialized equipment to protect autos en route to dealers, including the new enclosed tri-level cars (see Midyear Bulletin).

### Good News

The *Bulletin*, which has been published quarterly since early 1975, will shift to bi-monthly publication starting with the January-February, 1977 issue.

Four of the issues will be 24 pages and two will be 16 pages. All will be printed on good quality paper for excellent picture reproduction.

We hope and trust you will continue to find the magazine interesting. Your comments and suggestions are always welcome.

To accomplish its objectives, DP&LS uses a sophisticated computer program which accumulates complete data on every claim in which SP participates.

### Pinpointing Problems

"We can pinpoint problem areas, not ony by commodity, but by specific products within a commodity group, by geographical location, type of car, and even by shippers and receivers," Dudley explains.

"We also rely heavily on SP freight inspectors," he adds. "They are our eyes and ears, because they are on hand to examine damaged loads when they do occur. Their detailed written reports and on-the-spot pictures help shippers take corrective action, if necessary, and they help us identify shipper responsibility when it's present. We also give copies to the Freight Claim Department, so that we can avoid claim payments if we aren't responsible."

In the past year and a half DP&LS has substantially increased the number of these "underload" inspections being made on the SP system—with excellent results. For example, claim payments to one shipper were halved in that period, and the inspection reports have led to better loading methods in many instances.

Southern Pacific's "front line" railroaders have been doing an excellent job on the third front of our battle against damage — careful car handling.

At the start of this year, each division set a specific goal for 1976 aimed at increasing the number of cars coupled at safe speeds (not more than four mph) in both gravity yards and flat switching operations.

### Right on Target

"The first and second quarter goals were right on target," Dudley reports, "and some divisions have even increased their goals for the third and fourth quarters."

**ABOVE: At Roseville, Calif., Switchman Phil Jump (left) uncouples car, and Engine Foreman Bill Young signals engineer by radio to "kick" car toward coupling with other cars on track. Looking on is Switchman Joe Visker as Terminal Supt. I. M. Commer prepares to check speed of car with radar unit. Radar units help flat switching crews test their judgment of coupling speeds.**

Switching performance is being measured in three ways:

- through the use of 300 impact registers moving around our railroad at all times. DP&LS develops charts showing where overspeed impacts are occuring by divisions to focus attention on where work needs to be done.

### 1000-Car Checks

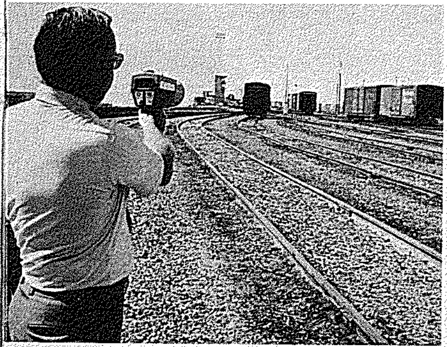
- through 1,000-car checks at gravity yards where the greatest concentration of our switching now takes place. Each quarter, DP&LS experts use radar units to monitor the coupling speeds of at least 1,000 cars in each of our gravity yards. This is done to check the rollability of each bowl track and test the skill of retarder operators in yards with"push-button" controlled retarders.

### Use of Radar

- through the use of radar units by division officers to help crews involved in flat switching operations check on their performance. Each division has set itself a quota of a given number of hours per month of radar usage. Careful Car Handling meetings are also being held on a regular basis with switch crews.

"It's not easy to judge exactly how fast a four-mile-an-hour coupling is," Dudley says. "Radar checks help the crews improve on their own judgment. We've found, too, that increased use of radar by division officers invariably results in better impact register performance."

"We're making real progress in our battle against damage," he adds, "thanks to the efforts of SP people and the rest of our program. But there's still a long way to go, and we can't let down our guard for a moment. After all, it's a matter of bread and butter for all of us."



**BELOW: Terminal Supt. I. M. Commer uses radar unit to test rollability of one of Roseville Gravity Yard's 49 bowl tracks. BELOW RIGHT: Roseville Retarder Opr. K. K. Kamrar knows from long experience just how fast to release a car so that it will make a safe coupling, taking into account such variables as how far it has to roll, whether it is loaded or empty, and even weather conditions.**

## Joe Holmes Retires

Joseph A. Holmes, asst. chief engineer, San Francisco, retired recently after a 40-year Southern Pacific career.

J. A. HOLMES

Holmes joined SP in 1936 as a rodman at Portland, after graduating from Oregon State University with a degree in civil engineering. He moved up through various Engineering Department positions, coming to San Francisco in 1948 as an asst. engineer. He was named construction engineer in 1953, asst. to chief engineer in 1955, and asst. chief engineer in 1967.

From 1941 to 1945, Holmes served with the U.S. Army Signal Corps, spending three years overseas and winning the rank of major and the Legion of Merit.

## SPCC's Microwave System to Expand

Southern Pacific Communications Company was the successful bidder on October 19 to purchase the bankrupt estate of DATRAN (Data Transmission Company), former subsidiary of Wyly Corporation of Dallas.

In an Arlington, Va., court, SPCC bid $4.9 million to acquire a microwave system from Houston to St. Louis, via Kansas City. The transaction is subject to Federal Communications Commission approval.

SPCC had been maintaining the DATRAN facilities for the receiver for the past few weeks. SPCC, for some time, also had been serving its own Kansas City customers through facilities leased from DATRAN between St. Louis and Kansas City.

DATRAN has specialized in the transmission of digital data. Acquisition of its facilities adds about one million circuit miles to SPCC's system, bringing the total to 6½ million circuit miles.

SPCC was the first of the specialized communications common carriers to operate coast-to-coast.

# SP Makes Unique Vanpool Offer

SOUTHERN PACIFIC gained a lot of attention this Fall with a proposal to start a Vanpool system for its 8,000 commuters on the San Francisco Peninsula — as a low cost and convenient replacement to the present expensive train service.

Much public and media comment was directed to the uniqueness of Southern Pacific's proposal to buy up to 1,000 new eight-passenger vans and give them to Vanpool groups it would help form.

"But our proposal is more than unique," commented Vice President Alan D. DeMoss, who announced the plan at a news conference. "It is a sound and practical way to meet urban commuting needs. In this day and time when the public is concerned with expanding government budgets and higher tax rates, the Vanpooling project has the singular advantage of costing property taxpayers nothing.

"Door-to-door Vanpool service would save time for commuters, perhaps an hour or more a day. And commuters would pay less than for rail fares, now and in future years."

Total Vanpool operating cost, for a Palo Alto commuter to San Francisco, for example, would be about $29 a month, including fuel, maintenance, insurance and parking. By comparison, he presently pays $40.50 a month for a monthly rail ticket, plus $10 for bus fares after he gets off the train in the city and something more for driving to the station and parking on the Peninsula. A Vanpool group of eight would save at least $2,000 a year, DeMoss pointed out, ample to finance a new car when it came time to trade in the initial one which SP would supply.

Vanpools are being formed all around the country, DeMoss noted, often by public agencies recognizing their economy, environmental soundness, and extremely efficient use of fuel.

"If the vans get just 9 miles per gallon, and they should do better, then 1,000 of them would use about 700,000 gallons less fuel per year than our whole 44-train commute fleet," DeMoss added.

**ABOVE: Television newsmen interview Vice President A. D. DeMoss about Southern Pacific's Vanpool proposal.**

Southern Pacific's Vanpool suggestion was made directly to our commuters, to judge their reactions before we pressed the alternative in a formal way with regulatory authorities. Reaction was mixed. About 700 commuters indicated some serious interest in Vanpooling. But weighed against the time and cost advantages in the minds of other commuters, particularly many long-time SP riders, were the comfort of riding the trains, their fine on-time performance, and the friendliness and courtesy shown by our train crews. Some people prefer trains no matter what the cost in time or money.

"That isn't true of most people, however, who consider time and personal convenience paramount," commented DeMoss. "That's why so many of our commuters over the years have chosen to drive to work on the fine new freeways."

Although SP rail fares have not gone up for two years — and are much lower than Peninsula buses or rail commuting elsewhere in the country, and are 40 to 60% lower than for comparable distances on Bay Area Rapid Transit — SP has lost about 15% of its commuters in each of the last two years.

Commute service on the 47-mile run between San Jose and San Francisco has *never* been a moneymaker, even in the pre-freeway peak year of 1954, when 16,500 people rode the trains twice a day. But the deficit has risen sharply in recent years, as revenues went down, costs escalated, and compensating fare increases lagged far behind. SP now loses about $9 million a year in operating commute service.

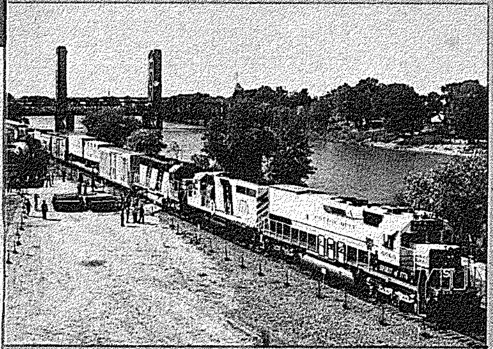
More than two years ago, the Company requested a fare increase from the California Public Utilities Commission. Hearings were concluded in mid-October of this year. Even if the full 96% increase being sought is granted, it will only cover part of the loss. For every dollar SP collects in fares, it spends $3 to run the commute trains.

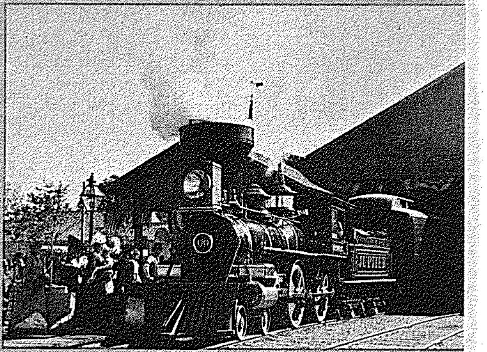
"This is no way to run a railroad," DeMoss declared, "and no privately owned business can carry such a burden of loss indefinitely.

"So if the majority of our commuters are not ready at this time to accept Vanpooling as an alternative to trains, we must seek other solutions."

One possibility is acceptance by a public transit district of Southern Pacific's offer last year to sell its commute facilities, including a portion of its Peninsula right of way and San Bruno branch line, which would permit a transit connection with BART at Daly City (see the Winter, 1976, *Bulletin*). This proposal is one of those presently under study by the Bay Area's Metropolitan Transportation Commission.

---





### $1 Million Replica Houses Collection of Early Rolling Stock:

## Historic Central Pacific Station Dedicated

A LOOK AT the strides of well over a century of railroading — symbolized by a working woodburner, Bicentennial diesel units, a railroad film festival and a restored, 1867-vintage train station — drew more than 14,000 visitors to a lively two-day opening of the first phase of the California State Railroad Museum at Old Sacramento.

The turnout was to mark the dedication of the State's reconstruction of the Central Pacific Passenger Station, an on-site restoration of the facility built by Southern Pacific's predecessor to serve as western terminus of its portion of the nation's first transcontinental railroad.

When the Museum complex is completed within the next few years it will house what has been termed by the Smithsonian Institution one of the great railroad equipment collections in the United States.

The California State Railroad Museum is planned along educational and interpretive lines, and will relate to the economic and social impact of the railroads in the development of California and the West.

**ABOVE LEFT: Four railroads and Amtrak participated in modern railroad display. Our Cotton Belt Bicentennial diesel was "on the point." ABOVE RIGHT: "Jupiter" (formerly the "Genoa") emerges from reconstructed CP Station under its own steam.**

**LEFT: Vice President L. E. Hoyt, left, presents Central Pacific "Table of Distances" to California State Parks and Recreation Director Herbert Rhodes as another of many artifacts SP has donated to State Railroad Museum.**

Herbert Rhodes, director, California Department of Parks and Recreation, which is in charge of the project, invited Southern Pacific and other California railroads and Amtrak to display modern equipment as contrast to the vintage cars and locomotives that are part of the Central Pacific station exhibit.

Railroads also responded with both nostalgic and contemporary films, spanning the years from steam to space age railroading.

Speakers included Rhodes, SP Vice President L. E. Hoyt, State Senator Albert S. Rodda, Sacramento Mayor Philip I. Isenberg, former State Parks Director William Penn Mott, Jr. and Fred Stindt, chairman Pacific Coast Chapter, Railway and Locomotive Historical Society, on whose collection the railroad museum is based. Many city, county and state officials also participated.

Directing the dedication ceremonies, which included a pageant of events leading to the driving of the Gold Spike at Promontory, were Dr. Denny Anspach and Thomas J. Hammer, Jr., Sacramento civic leaders, who head citizens advisory committees supporting the Museum and restoration of the Old Sacramento area.

### On Brush Fields in Northern California:

# SP is Planting Tomorrow's Forests

SOUTHERN PACIFIC has already planted about two million trees on its lands in Northern California and expects to plant millions more within the next 10 years.

"Our reforestation program has been expanding year by year since 1972," explains W. F. Herbert, general manager-natural resources for the Southern Pacific Land Company. "We're planning now for harvests that won't take place for half a century or more, and we're also developing ways to improve the productivity of our future forests."

The young tree seedlings — mostly Pondorosa pine and various commercially valuable types of fir — are being planted in areas damaged by fires over the years. Most of these areas are covered with brush — a fierce competitor for soil moisture and nutrients — which prevents nearby trees from "replanting" the burns naturally.

"We estimate that Southern Pacific owns about 35,000 acres of brush fields," says L. A. Costick, asst. general manager-natural resources. "Our 10-year program is aimed at turning these idle lands into productive forests."

Costick, who holds advanced degrees in ecology, points out that — at the present time — there is no need for tree planting following logging operations in the Company's existing forests, because of our "sustained yield" program.

### Controlled Harvesting

"Under this program, which SP helped to pioneer in 1951," he explains, "we limit the harvesting of mature trees to the reproductive capacity of the land — making sure that enough seed-producing trees are left so that the area will replenish itself."

"In the future, however," Costick says, "as more is learned about the regeneration of various tree species, we expect to be able to replace some of our existing stands with genetically superior strains of trees."

The SP Land Company's Natural Resources Division has a professional forestry staff of 35 people devoting full time to the management of 630,000 acres of mountainous lands in Northern California. About 450,000 acres of that is commercial timberland and includes some of the most productive and best-maintained forests in America.

Most of this timberland lies on the slopes of three mountain areas: the Shasta-Siskiyou in the far north of the state, the Trinity Mountains west of Redding, and the Sierra Nevada near Lake Tahoe and Donner Pass. All three areas also contain brush fields which are being replanted as part of our reforestation program.

"This program has two phases: a planting program and a tree improvement program," says SP's Chief Forester Kermit A. Cuff. "The planting program is now well underway."

### Foresters Select Sites

Under the planting program, SP foresters select and inventory lands capable of sustaining acceptable rates of tree growth based on soil conditions, precipitation, elevation, slope and other factors. Then they set up a planting schedule, taking into account such elements as the availability of tree seedlings, manpower and equipment.

**ABOVE LEFT: SP's Chief Forester Kermit A. Cuff looks over "progeny test site" near Mt. Shasta, where seedlings grown from seed produced by our best trees will be checked for growth characteristics and disease resistance over next few years. ABOVE RIGHT: S. T. Smith, district manager, Tahoe District, checks one of seedlings planted on SP land in Northern California this spring.**

### Bulldozers with Teeth

The land to be planted must be cleared of brush and debris. Contractors use bulldozers equipped with teeth, called "brush rakes," for this purpose. The clearing is done a year prior to planting so that the soil will have time to stabilize.

"This year we are clearing about 900 acres for next year's planting," Cuff says. "In 1977 we expect to clear about 1,500 acres for planting in 1978 — enough land for more than a million seedlings."

### Seed from Our Own Trees

Because the tree seed we have purchased from outside sources in the past has been of poor quality and the supply uncertain, we have developed our own seed collection program, using our own "best" trees.

SP Silvicultural Specialist Richard Sias carefully selects trees that are taller and straighter and have generally better growth characteristics than their neighbors, and these become our seed trees.

"Forest geneticists tell us that seedlings developed from our best trees are likely to inherit the desirable traits of their parents," Sias says "and they also maintain that seedlings selected by this process will grow at least 10 per cent faster than average seedlings — giving us a substantially higher yield per acre."

### Planted Near Parents

Seed trees are being selected in all of our major forest localities, since seedlings must be planted in the same areas as their parent trees for best results. Sias estimates that within a few years SP will have about 8,000 designated seed trees.

Contractors climb the seed trees and collect cones from which the seed is extracted. They must do this within a three-week period in September when the seeds are ripe enough to germinate, but before the cones get dry enough to permit the seeds to fall out. Each sack of cones is carefully labeled to show which tree the cones came from. Precise records are kept on the source of the seed at every stage in the collection and planting process.

"Good seed crops occur at irregular intervals, depending on the species," Cuff explains. "Ponderosa pine, for example, yields one good crop every three to five years, so we take advantage of every opportunity to provide a carry over for lean years."

### 500 Bushels of Cones

"This September," he adds, "we collected 500 bushels from trees of various species, which will yield about 700 pounds of seed and eventually produce more than four million seedlings."

Some of this seed will be kept under refrigeration (33° for pine and 0° for fir) for future use, but enough will be planted to meet SP planting schedules.

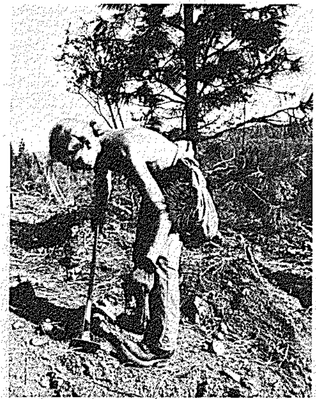
Private nurseries grow the seedlings for us — usually one year for pine and two years for fir. The timing of the removal of the seedlings from the nursery beds is critical. Pondorosa pine, for instance, must be "lifted" in January or February, before the next season's growth starts.

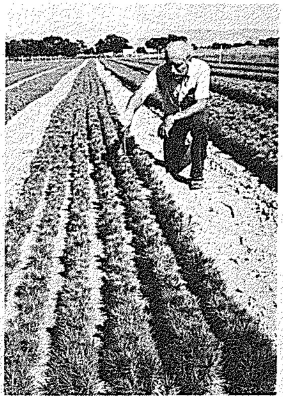
### Seedlings Kept Cool

The bare root seedlings are placed in plastic bags and kept in refrigerators at 32° to 34° until the snowpack melts on the mountain slopes and planting can begin.

The seedlings are hand-planted

**BELOW LEFT: Cones are collected from one of SP's seed trees. CENTER: Member of planting team uses "hoedad" to break soil of old "burn" before hand-planting Ponderosa pine seedling. RIGHT: SP Silvicultural Specialist Richard Sias checks progress of Ponderosa seedlings grown from SP seed stock in a Sebastopol, Calif., nursery.**





in evenly spaced rows at intervals designed to allow for some mortality and yet achieve the best spacing for maximum growth. The contractor's men use a mattock-like "hoedad" to dig a hole. Then they carefully spread out the seedling's roots to give it a good start and tamp down the soil around the young tree.

"This has been a poor year for planting, because of the lack of spring rains," Cuff says, "but even so we are well pleased with our results. Out of the half a million seedlings we set out this year, about ninety per cent have survived the drought and are showing good signs of growth."

### Brush Sprayed

After the seedlings have been planted, the plantations must be looked after on a regular basis.

"We may have to spray the brush to keep it from coming back and competing with the young trees," Cuff explains, "and as growth gets underway, we may want to cull out some of the poorer trees to encourage the best ones."

"The trees we are planting now," he adds, "will reach their final harvest age in 50 to 70 years, depending on the productive capacity of the soil. They will be thinned from time to time by logging operations to maintain proper spacing for maximum growth."

### Younger Trees

"We'll be harvesting most trees in the commercially-desirable 24 to 26-inch diameter range," he states. "After that, growth begins to slow down, and it is more productive to begin the cycle all over again."

Our tree improvement program, which is just now getting underway, will undoubtedly speed the growing cycle even more, he believes. "We think it may even cut by a third the amount of time it takes to grow mature trees."

Under this program, SP is planning to develop genetically superior "super" trees. A small amount of seed from our best trees is being grown in nurseries under specially controlled conditions. Then the seedlings are planted in a "progeny test site," where they will be checked for growth and tested for disease resistance over the next few years.

Examining root system of two-year-old Douglas fir seedling grown from seed produced by one of SP's seed trees are Tom Williams (left), president, H&H Forest Tree Nursery, and SP Silvicultural Specialist Richard Sias.

"We plan to select the top 25 per cent of these trees; then go back to their parents — the original seed trees — and cross pollinate them with other superior trees," explains Sias. "Eventually, we hope to collect seeds from the trees that have been bred and plant them in a special orchard of 'super' trees, which will become our future seed source."

"This will be a long process," he adds, "but we think it will bring about a substantial increase in production. Right now we have about 4,000 seedlings in our progeny test site up near Mt. Shasta, and we expect to add about 10,000 more next year."

Last year, SP timber operations generated about $12.6 million in gross revenues for the Company, and they are expected to produce even more this year.

"Our reforestation program aims at getting maximum productivity out of every plantable acre," Herbert says, "not only because this will be an important source of revenue for our Company in the future, but because it will help guarantee a continuing supply of timber — one of our few renewable resources — for the generations to come."

---

## Shaffer Speaker at Phoenix Celebration

George E. Shaffer, district traffic representative at Phoenix, was one of the principal speakers at the community's recent celebration of the 50th anniversary of Southern Pacific's inauguration of main line transcontinental service to Phoenix.

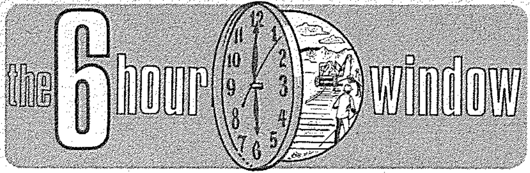
Although the first train arrived in Phoenix in 1887, that line and others that came later were somewhat isolated and service was limited. It was the beginning of SP's main line service on October 15, 1926, that gave Phoenix an economic lifeline to the nation.

Shaffer outlined the history of some of the early rail lines and also presented a view of Southern Pacific as it is today.

---

Uno E. Nordeen, retired general auditor of Southern Pacific Company, passed away on September 16. He retired in 1961 after 40 years of SP service.

## the 6 hour window



A new cooperative program between the Transportation and Engineering Departments is making it possible for Southern Pacific to install more ties, replace more rail and do more surfacing with the available maintenance dollars.

Developed by Vice President and General Manager R. L. King and called "The Six Hour Window," the program involves adjusting train schedules so that Maintenance of Way gangs can be given six hours of uninterrupted track time in which to get their work done.

Every two weeks an advance plan indicating where track work should be done for maximum benefit to our train schedule performance is prepared by the Engineering Department's Planning and Budget Control Group, headed by J. F. Lynch.

The group obtains its information from division engineers who coordinate their plans with division superintendents before submitting them to the group for consolidation into a systemwide advance plan.

After the plan has been approved by all concerned, it is sent to the Operations and Planning Control Section of the Transportation Department, which is responsible for coordinating train operations, so that arrangements can be made to open "six hour windows" where needed.

At least once a week, a representative of the Engineering Dept. group takes part in the daily conference telephone calls where train movements are planned, along with superintendents, chief train dispatchers and senior asst. superintendents of transportation.

During these calls, problems that may have developed during the week regarding particular "windows" are discussed and adjustments are mutually agreed upon to provide maximum on-track time for the MofW gangs with minimum interference to trains.

The Engineering Dept. group also monitors how closely operations are following the advance plans and keeps track of the productivity of gangs (a computerized control system will soon assist in this).

In its planning, the Transportation Department selects time slots that have minimum impact on train operations, making sure that the "six hour windows" don't cause delays to Amtrak passenger trains or our time-sensitive freight trains. The Engineering Department cooperates by adjusting the starting and quitting times of gangs when necessary and to the extent possible to take advantage of particular "windows."

The Transportation Department also coordinates its planning for entire routes so that, for example, a transcontinental train that travels from East St. Louis to Los Angeles doesn't get delayed at several different "windows." After a "window" has been closed, the department may decide to "fleet" trains for awhile to get the maximum amount of traffic over the railroad.

The divisions, in their planning, defer calling trains until near the end of the time slot, so that train crews don't have to sit around and wait.

"The program applies particularly to the larger rail, tie and surfacing gangs," Lynch explains. "When possible, we try to have them overlap their work so that we can take maximum advantage of the available time."

"This program is an example of the type of improvement that can be accomplished through inter-departmental cooperation," says Chief Engineer W. J. Jones. "The end result is a better railroad, and that benefits everybody."

"The six hour window program has resulted in a substantial increase in productivity by MofW gangs, with significant savings in the cost of laying rails, installing ties and surfacing track," Jones adds.

---

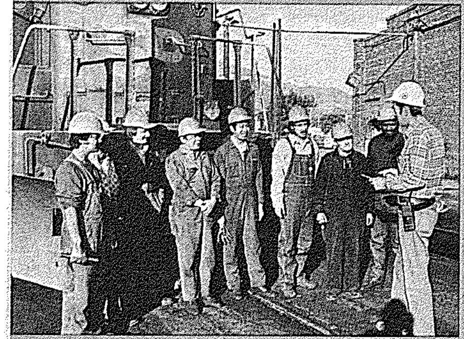
## Bulletin Board

Elected or appointed to various posts: **Merle Kelly,** asst. general traffic rep., Houston, as first vice president, Transportation Club of Houston; **Jean Cannon,** trainmaster's clerk, Roseville, Calif., as recording secretary, National Assn. of Railway Business Women; **Merle Burns,** agent, Dinuba, Calif., as president, Dinuba Chamber of Commerce; **R. M. Peck,** district traffic rep., El Centro, Calif., as president, El Centro Chamber of Commerce; **R. L. Stacy,** asst. district mgr., Real Estate Division, SP Land Company, Los Angeles, as chairman, Temple City Planning Commission; and **Connie Givens,** secretary, Industrial Development Section, Traffic Dept., Dallas, Texas, as president, Women's Transportation Club of Dallas.

Oregon's transportation week celebration this year was judged first in the nation by Transportation Clubs International. **W. R. Buskirk,** asst. traffic mgr., Portland, is president of the Transportation Club of Portland; Traffic Rep. **John B. Ficker** is chairman of the board of the Portland Traffic Club; and **C. L. Vern Wise,** traffic rep., Vancouver, Wash., is president of the Vancouver Transportation Club. The three clubs coordinated events for the week-long celebration.

**B. T. Barton,** crew hauler at Eugene Yard, has been named "Fireman of the Year" for the second year in a row by the Goshen, Ore., Volunteer Fire Department.

**Virginia Bailey,** systems analyst, San Francisco, was honored recently by the Irwin Memorial Blood Bank for having donated more than five gallons of blood since 1962.



Ten minute safety meetings are being held at the beginning of each shift by Mechanical Dept. and MofW foremen. ABOVE LEFT: Roundhouse Foreman A. G. Ransford (right) talks to a group of Mechanical Dept. employes at Bayshore Yard, San Francisco. ABOVE RIGHT: Willie J. Alford, left, foreman, System Steel Gang No. 30, discusses safety matters with gang members in brief meeting at Sparks, Nevada. Looking on is Roadmaster Ralph Garcia, right.

**Major Safety Effort:**

# We're Going All-Out to Prevent Accidents

SOUTHERN PACIFIC has embarked on a major effort to reduce personal injuries on our railroad.

"This is not just another safety campaign," says SP Transportation Company President D. K. McNear. "We are going all-out to reduce the number of accidents on this system — in terms of both the pain and suffering they cause and the drain on the Company's resources."

To underline the importance of the effort, McNear and a team of department heads held meetings with line officers on all divisions and on the Cotton Belt during June and July.

The team included Vice President and General Manager R. L. King, Chief Engineer W. J. Jones, Chief Mechanical Officer W. O. Brown, Asst. Vice President-Personnel L. M. Fox, General Claims Manager B. R. Howard and several others.

### Line Responsibility

McNear emphasized at the meetings that "the line officer is responsible for accident prevention and safety. We have a very capable group of specialists in the Safety Department, but theirs is a staff function — they are here to help us. The safety responsibility starts with me as president and goes down through Mr. King, Mr. Brown, Mr. Jones, the division superintendent, the division engineer, the plant managers, through other officers and supervisors all the way through the line organization."

### Cooperation Essential

"The success of the program," he added, "will depend on the sincerity and dedication of line officers and supervisors, plus the whole-hearted cooperation of employes."

McNear and the other team members have also met with general chairmen representing virtually all of the crafts on the system to ask for their support and assistance.

"The meetings have been frank and open," he reports, "and we are encouraged by the kind of climate they have created. We also deeply appreciate the support we are getting from these union officers."

The new program has two main goals: to prevent accidents to the extent humanly possible and to help anyone who does become injured return to work as soon as possible.

"Accident prevention," McNear says, "requires effective communication, an increased awareness of safety, and a 'teamwork' attitude — the kind of attitude that leads to following the rules, working safely and generally taking proper care of your job."

"An open line of communication between the line supervisor and the employe is especially important," King adds, "in developing the right safety attitudes and in helping new and inexperienced employes understand and use correct work habits."

The safety awareness part of the program includes:

- two eight-hour safety seminars for all transportation officers to be completed this year. These seminars are being presented by Asst. Manager of Personnel-Safety Orville J. Pilcher and members of his staff and stress both communications skills and safety management.

### Special Classes

- two four-hour safety sessions for Mechanical Dept. and Maintenance of Way foremen, also to be completed by the end of 1976. These two sessions will be conducted by line officers with the assistance of Safety Dept. specialists and will provide technical training in such areas as proper lifting methods, the care and use of hand and power tools, and personal protective equipment.

### Short Daily Meetings

- daily five to ten-minute safety meetings held at the beginning of each shift by both Mechanical Dept. and MofW foremen. Employes are being encouraged to express their views on safety and other relevant matters at these brief meetings.
- weekly 15-minute safety meetings for Mechanical Dept. foremen. The Safety Dept. furnishes films and other material for these meetings.
- 15-minute "tailgate" meetings for MofW gangs held on a regular basis, so that MofW officers can meet with members of every gang on every division sometime during the year. Employes are also encouraged to "speak up" at these meetings.

In addition to the safety meetings being held on all levels throughout the system, each line officer will make an annual safety inspection of the district, area or facility for which he is responsible. An asst. superintendent of safety will accompany him on this "walk through" inspection with a check list in hand to help him identify and document conditions or practices that may need correction.

### Funds Available

President McNear has stated that the Company plans to allocate funds to each division which will be specifically earmarked for safety improvements.

"These funds will be limited — we won't be able to correct everything at once," he says, "but we'll set up priorities and take care of what needs to be done as funds and manpower become available."

"A lot of unsafe conditions and practices," he adds, "can be corrected without the expenditure of any dollars."

Local union officers have been asked for their help in identifying matters that need correction from a safety standpoint, and excellent cooperation is already being received at many points along our lines.

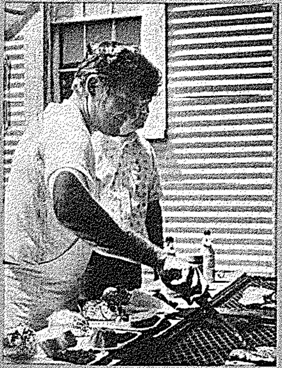
> *"This is not*
> *just another*
> *safety campaign"*
> *— D. K. McNear*

An extremely important tool in this campaign against personal injuries is the computer, which can pinpoint areas where work needs to be done. For example, it can generate data on where the most injuries are occurring by craft, by location and even by the nature of the injury, and it can identify individuals who have had a much higher number of injuries than their fellow employes doing the same kind of work. (Studies have shown that 85% of all injuries are sustained by 17% of our people.) By using computer data, line officers can zero in on where to direct their major efforts.

### Singling Out Repeaters

Currently, computer data is being used to develop "injury profiles" on employes who are "repeaters." A

BELOW: Employes at Avondale Yard were honored at a steak barbecue on Sept. 1 after working more than 100 days without a lost time injury. LEFT: Cooking steaks are B. M. Caffey, senior instrumentman, and T. J. Huval, secretary to supt., both of Lafayette. CENTER: Looking pleased at safety record are (l-r) J. Frank Dessens, gen. chairman, UTU-S, Houston; E. F. Winterrowd, supt., Lafayette Division; and J. R. Demeret, local chairman, UTU-S Local 1836. RIGHT: Demeret presents gift to Terminal Supt. R. L. Conner, right, in appreciation of cooperative effort that led to safety achievement.



line officer discusses the individual's profile with him, and together they work out a program of corrective action designed to prevent future occurrences.

Rule "M" has been revised to require that all injuries occurring on our lines be reported as soon as possible after they happen and, in any case, before the end of the current shift, so that the precise causes of the accident can be determined and steps taken to prevent any repetition of them.

### Best Medical Care

If an individual does get hurt in the course of his work, Southern Pacific's first concern is that he receive the best possible medical attention and such assistance as he may need for himself and his family during his convalescence to get him back to his SP job as soon as possible.

For the seriously injured employe, the Company has one of the finest rehabilitation programs anywhere in the nation. V. R. Russell, who heads the program for the Personnel Dept., works closely with division claims and medical officers and line supervisors. He also calls on the expertise of outside medical, vocational and rehabilitation specialists, if needed.

### Expert Counseling

If an individual cannot return to his old job, he can receive expert counseling and retraining under this program for another Southern Pacific job, or for employment in another industry.

"The adjustment of employe personal injury claims is the prime responsibility of our General Claims Department people," says Howard, "and it is their desire to settle claims promptly and fairly."

About three years ago, Fact Finding Panels were established throughout our system. The purpose of these panels is to make sure that when an injury does occur, the cause or causes are thoroughly investigated and corrective action is taken to prevent a recurrence.

Each panel includes a line officer as chairman, the division claims agent, a representative of the Safety Dept., and members of other departments when appropriate.

The panels also review the facts on employes who have not yet returned to work after injuries to determine what needs to be done in terms of additional medical care or rehabilitation to help them get back to work — on their old jobs, if possible, or in a new position, if that seems indicated.

"These panels have been highly effective, not only in correcting the causes or injuries, but in recommending necessary actions to get our people back to work," says King.

"Our new safety program has only been underway a few months," he adds, "but we've already recorded some important successes. For example, there has been a 13 per cent reduction in lost time days on our system for the first eight months of this year as compared with the same period in 1975."

"This is a fine achievement, and we're looking forward to a lot more of the same."

## Clubs for Smart Employes

Two highly exclusive clubs are now open to SP and Cotton Belt employes who are wise enough to protect themselves by wearing safety eyewear (glasses, goggles or face shields) and/or safety shoes.

"If your personal protective equipment saves you from an injury or reduces what could have been a serious injury to a minor one, you are eligible to become a member of either the Golden Shoe Club or the Wise Owl Club," explains O. J. Pilcher, asst. manager of personnel-safety.

V. T. VARELA

The two clubs are sponsored by the Hy-Test Safety Shoe Company and the Society for the Prevention of Blindness, respectively. After an employe has been accepted for membership by either organization, he receives a certificate, a plaque and a pin.

Supervisors can obtain membership application forms by writing to the Safety Dept., explaining how the protective equipment prevented an injury or reduced its severity.

A recent member of one of these clubs is Tucson Division Adzer Operator V. T. Varela, pictured above. Varella was adzing a crosstie near Mobile, Ariz., when a rock flew up and shattered one of the lenses of his safety goggles. He was uninjured, thanks to the goggles, and is now a member of the Wise Owl Club.

## Movie Men Use Tunnel

Movie makers producing Universal's new film on the life of World War II Gen. Douglas MacArthur are using an old Pacific Electric subway tunnel on the fringes of downtown Los Angeles to represent the Malinta tunnel on Corregidor where the general and his forces retired for a last stand before MacArthur left the Philippines. The actual Malinta tunnel is now crumbling and unsafe.

"You can't see through the Pacific Electric tunnel, as you can on Corregidor," explains Producer Frank McCarthy, "so technicians rigged up a mirror device about 750 feet into the entrance, and it looks like daylight on the other side."

The part of MacArthur in the film will be played by Gregory Peck.

---

With the demand for freight service growing three times as fast as the population, experts predict a doubling of the freight transportation load by the early 1990's.

# Seminar for Mechanical Managers

Conducting training seminar for Mechanical Dept. officers at the Sheraton-Palace Hotel in San Francisco is Asst. Manager of Personnel B. D. McCoskey, right.

About 65 SP officers with plant and division mechanical responsibilities have taken Part I of a comprehensive "Mechanical Manager's Seminar" — the newest entry in the Company's educational curriculum.

The seminar, developed and presented jointly by the training staffs of the Mechanical and Personnel Departments, has been offered at San Francisco, Sacramento, Los Angeles and Houston.

"Part I," explains Asst. Manager of Personnel B. D. McCoskey, "deals with such subjects as leadership style, management by objectives, time management, affirmative action and motivation principles. Its purpose is to increase the management skills of mechanical managers and to provide them with a personal growth experience. We involve the managers through active participation in role play, case studies, problem solving exercises and self diagnostic questionnaires."

The course includes five eight-hour days of classroom work, plus extensive outside reading. It is expected that all eligible officers will have completed Part I by mid-1977.

Part II of the program, according to present plans, will deal with the functional responsibilities of mechanical managers, including planning, organizing, scheduling and budgeting. It will probably be the same length as Part I.

The Personnel and Mechanical Departments also offer a two-week (80 hour) course for middle level officers. This course, covering basic leadership and motivation skills, also provides an overview of such Mechanical Department functions as quality control, locomotive and car engineering and material procurement.

A similar 80-hour course has been taken by about 180 newly-appointed and probationary foremen with mechanical and transportation responsibilities. In the future, this course will be redesigned and given to the older foremen at division points on a rotating basis until the entire course has been completed.

Additional seminars will be developed to provide continuing education for mechanical and transportation managers, including one for those who work with or have responsibility for air brake systems.

Also available through the Personnel Department is a four to five-hour program on time management to help SP officers and supervisors in all departments make more effective use of their time.

The present Company curriculum also includes courses for SP people in many other occupations. Among them: basic programs for newly employed brakemen, switchmen and firemen; pre-simulator training for firemen eligible to attend the Engine Service Training Center; a program for brakemen eligible for promotion to conductor; a five day course for prospective train order operators; a course in the basic skills needed by crew dispatchers; four weeks of training for prospective train dispatchers; and courses for student track and B&B foremen.

"We're planning training sessions for carmen, machinists, electricians, yardmasters and clerks," says McCoskey, "and we also offer — whenever the need arises — an orientation program for new employes, an effective reading program, and a basic course in teaching methods."

## SP Crewmen Commended for Rescue

Los Angeles Councilman Robert M. Wilkinson, right, presents commendations to two trainmen who helped to locate and rescue a five-year-old boy who had wandered alone into Tunnel 26 at Chatsworth. Both men, Head brakeman R. H. Van Buskirk, left, and Locomotive Engr. J. E. Weaver, are San Luis Obispo residents. With them is young Adam Weikel, who was found unharmed after a night in the two-mile-long tunnel. SP crew members, alerted in advance, stopped their train when they spotted Adam and entered the tunnel to rescue him.

# PEOPLE

## World-Class Varmint Caller

Big game hunting usually doesn't come easy to anybody, but for persons like Phoenix Locomotive Engineer Donal A. Williams who knows how to talk to the animals, the sport becomes a little easier and a lot more interesting. He is a world-class varmint caller.

When Williams bags one more animal — an elk — he will receive the Arizona Big Game Award, a coveted prize presented to those few who have taken all nine of the state's big game species.

Over the past 20 years, Williams has killed eight of the big game animals — mule deer, antelope, javelina (wild pig), turkey, mountain lion, big horn sheep, white tail deer and black bear. But the elk has been his nemesis, the only barrier between him and the hunter's dream. Williams has been on eight elk hunts and hasn't gotten one yet. He began hunting in Arizona in 1955 and first went out for elk in 1963. In addition to the official big game animals required for the award, Williams has also taken a buffalo.

Nowadays, however, Williams said the sport of a good hunt is much more important to him than getting an elk or receiving the prestigious trophy.

The Big Game Award is sponsored by the Arizona State Varmint Callers' Assn. A varmint caller is a person who can skillfully imitate the sounds of various animals. Williams, who has served as president of the association, was Arizona's champion caller in 1968, and since then he has placed second and third in worldwide competition.

The 25-year SP employe said he must be particularly alert when using animal calls on a hunt. In addition to animals, he has also attracted other hunters.

Successful big game hunting requires a certain amount of dedication and perseverance, just like any other endeavor. Williams recalled one time he was on a big horn sheep hunt. He had hiked so far and so long that his boots wore out. On top of that, a tooth went bad. Williams simply trekked back to town where he bought some new boots and had the tooth pulled. Then he went back out and shot a big horn sheep.

Shooting for the Arizona Big Game Award is not an inexpensive hobby. Williams has spent about $700 in license fees just for his unsuccessful elk hunts. Over the years he has owned 10 four-wheel drive vehicles of all types and sizes. And, of course, there have been various rifles and bows and arrows.

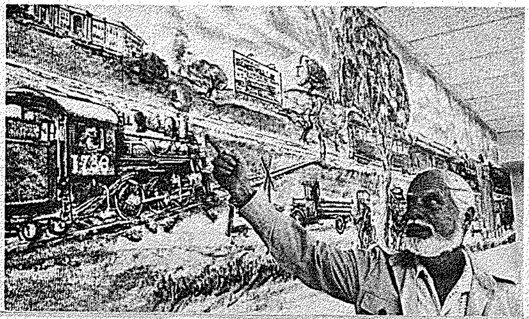
Phoenix, Ariz., Locomotive Engineer D. A. Williams, a champion hunter and varmint caller, holds two of his trophies. Looking on is his dog, Bimbo.

Williams, a 47-year-old Navy veteran, and his wife, Treva, have two children. A son, Rick, 23, is working on a master's degree in statistical mathematics at Iowa State University; and a daughter, Terry, 20, is a sophomore studying music at Arizona State University.

Hunting safety is strongly emphasized by Williams and the Arizona State Varmint Callers' Assn. An association pamphlet about the Big Game Award says, "The purpose of this award is to promote good sportsmanship and to recognize personal hunting skill."

---

Retired SP Engine Foreman Deane Conard is shown with 5-by-30-foot mural he painted on wall of Roseville office of California Dept. of Motor Vehicles. Conard, who had 33 years of SP service, plans to make art his new full time career.



## Mural Painter

Deane Conard, who retired recently as an engine foreman at Roseville, Calif., won't have any trouble filling his leisure years.

Conard, who had 33 years of service with SP, has had a lifelong interest in painting and sculpture. One of his sculptures is on permanent display at the Crocker Art Gallery in Sacramento, and he has just finished a mural for the Roseville office of the Department of Motor Vehicles.

As a young man, he studied art at Woodland High School, Sacramento City College, and the Chicago Art Institute, but "succumbed to the eating habit."

Conard now has his own studio and plans a full time art career, with gallery showings, teaching and field trips with other artists.

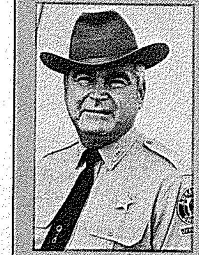
His 5-by-30-foot DMV mural artistically recalls railroad and Roseville scenes as they were four decades ago. The work, titled "Congestion Circa '30's," was produced by an experimental four color technique inspired by the process used in color printing. Special rollers of various sizes and textured surfaces were used to apply yellow, blue, red and gray paints in sequence. Details were then accentuated by brush.

According to Conard, "The effect is that of a theatre set and should be viewed from 20 feet away."

## Cotton Belt Sheriff

W. C. "Dub" Braswell, relay repairman in the Cotton Belt's Signal Dept. at Pine Bluff, was recently elected sheriff of Jefferson County, Arkansas. In his first try for public office he won about 60 per cent of the votes cast.

Dub, who will take office January 1, 1977, will be in charge of law enforcement in the state's second largest county, which covers more than 900 square miles and is inhabited by about 97,000 people. He will take a two-year leave from his Cotton Belt job in order to complete his term of office.



W. C. BRASWELL

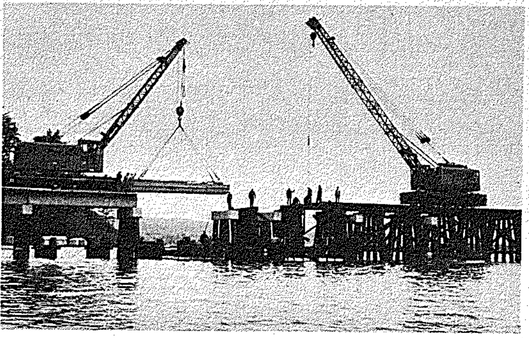
The new sheriff is a member of a long list of civic organizations and has been active in city, county and state elections for many years.

"I'm interested in good government and equal law enforcement for all," he explains. "I ran on my own merits and not on the other candidates' demerits."

Dub has been with the Cotton Belt for 33 years. He won the Bronze Star in combat while serving with a ranger outfit during World War II and also fought in the Korean War.

An amateur boxer, he won the Mid-South Welterweight Title in 1939, and was recently awarded a plaque by the City of Pine Bluff honoring him for 30 years of working with young people in amateur boxing.

As sheriff, he will have about 40 deputies and other law enforcement personnel reporting to him. His headquarters will be in Pine Bluff, the county seat of Jefferson County.



## Many Improvement Projects Underway

A number of improvement projects are underway or just completed on our lines — all above and beyond SP's regular maintenance program.

Trackage to serve new industries or industrial parks is being constructed at Vaca Valley (near Vacaville), Silverthorn (near Redding), Merced and Dolanco (near Torrance), all in California; and at Clackamas, Ore.; Aldona, Ariz.; and Bayport, Texas. Work is also underway on 2,000 feet of drill track and a railroad overpass over Highway 80 at Vista (near Sparks, Nevada) to serve a new SP industrial park.

Other projects include: the upgrading of 12 tunnels and the replacement of timber trestles with pre-stressed concrete on four major bridges, all on the Oregon Division; the construction of waste water treatment plants at Eugene and Houston (Hardy St.), and the installation of an oil/water separation and collection system at Dallas, Texas.

SP is also replacing 900 feet of the approach trestle of the Dumbarton Bridge over San Francisco Bay with pre-stressed concrete; expanding the Watsonville Junction station to include an agency office,

*Please turn page*

ABOVE: Two SP locomotive cranes work at replacing with pre-stressed concrete a 1200-foot timber trestle over an arm of Siltcoos Lake on the Oregon Division's Coos Bay Branch. This improvement project, one of many underway on the system, is due for completion early in 1977.

yard office and locker room facilities; upgrading three snowsheds in the California Sierra; replacing the approach spans of a bridge at Des Allemands, La.; expanding the local yard at Pine Bluff; constructing five more yard tracks and additional storage tracks at Beaumont, Texas; and upgrading two tunnels and a bridge on the Northwestern Pacific.

The Company has just completed building a 5,000 barrel diesel fuel storage tank at Fresno Yard and rearranging trackage near Shawmut on the Tucson Division to reduce curves.

Work has just started on the second phase of the construction of our new economatic yard at Strang, Texas, on the Houston to Galveston Branch. This phase will include the installation of seven classification tracks and retarders and the construction of a yard office building.

SP is also participating with the State of California and the City of Alhambra in a $20 million trainway project. Work is already underway on this project, which calls for depressing our tracks about 30 feet to eliminate nine grade crossings in a heavily congested area just east of Los Angeles on the Sunset Route.

---

### With County Sheriff's Dept.

## Police Mutual Aid Pact Signed

Another "first" has been recorded by Southern Pacific in Arizona, this time by the Company's Police Department.

Greater use of radio communications now allows SP's Police Department to call for outside help in Central Arizona, when necessary and, by the same token, to go to the assistance of local officers.

This was made possible recently by the signing of a formal contract of cooperation between the SP Police Department and the Maricopa County Sheriff's Department. (Maricopa County is generally metropolitan Phoenix and outlying areas.)

The law enforcement pact became effective when the agreement was signed in Phoenix by C. W. Champlin, chief special agent-system, and Maricopa County Sheriff Paul E. Blubaum.

Captain Steve Abeyta, Tucson Division special agent, said the contract is the first of its type entered into by the SP Police Dept. with local government police. It is also the first such agreement the Maricopa County Sheriff's Office has signed with a private industry police force.

The pact enables the participating railroad and county lawmen to expand their capabilities through a new and direct communications network, Abeyta said.

Officers can now communicate from car to car between Southern Pacific and the Sheriff's Department as well as between headquarters offices.

SP Asst. Special Agent J. L. Janosek, right, shows Maricopa County (Ariz.) Sheriff's Dept. officers how to inspect a car to determine whether or not it has been burglarized. The officers are Deputy Phil Yale, left, and Sgt. Gerald L. Smith.

(SP. also has joint communications arrangements with the sheriffs of three Texas counties and with the U.S. Border Patrol in the El Paso area, but these do not include mutual aid pacts.)

"There are many areas over SP's 1,400 miles of track in Arizona where cooperative law enforcement is necessary. When I have a man in the field working alone in a desolate area, he will now have the reassurance that he can call in some helping hands if he needs them to deal with an emergency," Abeyta said.

Sheriff Blubaum said, "This agreement has been a long time in the making and will be most beneficial to local law enforcement, especially since the resulting coordination should reduce response time and increase the available resource situation immensely."

SP police are fully certified peace officers in the various states the Company serves, with all the powers of public police officers.

---

PFE Carman **Ralph J. Marchese,** Roseville, Calif., recently saved the life of fellow PFE employe, **Harry M. Harrison,** who was choking on some coffee. Just as Harrison was about to lose consciousness, Marchese applied cardiopulmonary resuscitation, which released the coffee from Harrison's windpipe and allowed him to breathe normally again. Marchese learned the lifesaving technique in a PFE-sponsored course.

---

## 2,000 Attend United Way Rally

A United Way kickoff rally for employes of SP and Del Monte Corp. was held Sept. 30 in the spacious mall of One Market Plaza in San Francisco. About 2,000 people attended.

Speakers included Del Monte Board Chairman Alfred W. Eames, Jr., who challenged SP to a race to see which company would achieve its United Way dollar goal first, and SP Transportation Company President D. K. McNear, who offered a counter-challenge.

"Southern Pacific will have the largest percentage of employes contributing," he said. (Results of the campaign will be reported in the next issue of the *Bulletin.*)

The program, which had a "Wizard of Oz" theme, featured employes of both companies dressed as characters from the book. It also included a women's fashion show with models from SP, Del Monte and other One Market Plaza companies and commentary by Nancy Fleming of KGO-TV.

Music was provided by the U.S. Navy Band from Treasure Island and the San Francisco Medicine Ball. Frank Dill, KNBR radio personality, served as emcee.

Coordinator for the program was Steven G. Lautsch, asst. group manager, Accounting — this year's general office campaign manager. He was assisted by Joseph Carlomagno of the Engineering Dept., and William Luque of the Accounting Dept.

### SPPL Gift to Fire Dept.

SP Pipe Lines recently donated a Light Water foam generating system to the Phoenix, Ariz., Fire Department, which mounted this equipment on one of its fire trucks. The unit is capable of propelling a stream of fire-fighting Light Water foam at the rate of 1,000 gallons per minute to a height of 80 feet. The Phoenix Fire Dept. has expressed its sincere thanks to SPPL for the donation.

1. At microphone is Frank Dill, KNBR radio personality, who served as emcee at United Way kickoff rally. Crowd was estimated at over 2,000. 2. Carrying out "Wizard of Oz" theme of campaign were, l-r, Phyllis Smith ("Dorothy") and Mike Braswell ("Tinman"), both of Del Monte; Susan Day, Law Dept. ("Good Witch"); Vince Cebert, Revenue Accounts ("Cowardly Lion"); Kathy Borg, Traffic Dept. ("Wicked Witch"); and Dave Hilton, Del Monte ("Scarecrow"). 3. Del Monte Board Chairman Alfred W. Eames, Jr. called for friendly competition between SP and Del Monte employes in United Way giving. 4. SP Transportation Co. President D. K. McNear counter-challenged on behalf of SP.

## Mexican Rail Leaders Tour Our Lines

A group of Mexico's top railway leaders toured SP facilities from Portland to New Orleans in early September. Here SP Company Chairman B. F. Biaggini, right, points out features of our West Colton Gravity Yard to Don Luis Gomez Z., general manager, National Railways of Mexico (NdeM). Looking on (from left) are: Alejandro Diaz Cortez, chief mechanical officer, NdeM; Eduardo Cota, traffic manager, NdeM; Alfredo Suarez, asst. general manager, Pacific Railroad; Alfonso Hernandez Lozano, manager, planning and development, NdeM; Roberto Mendez, asst. general manager, NdeM; and SP Transportation Company President D. K. McNear.

## Appointments

**LAW DEPARTMENT:** John C. Miller, Jr., to tax agent, San Francisco.

**MECHANICAL DEPARTMENT:** M. J. Eschler, to assistant to regional manager running maintenance-locomotive, W. S. Evert, to assistant plant manager, both at West Colton.

**INTERMODAL TRAFFIC:** N. R. Kirsch, to assistant general manager-intermodal sales, San Francisco; H. F. Cannard, to area manager-intermodal sales & service; L. J. Turnbull, to assistant area manager-intermodal sales; W. R. Rauch, Jr., to special assistant-intermodal sales, all at Portland; R. D. Frick, to area manager-intermodal sales & service; D. R. Austin, to manager-intermodal sales, both at Los Angeles; J. A. Larimore, to manager-intermodal traffic, Chicago.

**OPERATING DEPARTMENT:** Headquarters of H. J. Kerins, assistant superintendent, changed from Ogden to Sacramento; J. A. Mullins, to operations assistant to superintendent, San Antonio; E. R. Law, to assistant terminal superintendent; D. J. Legg, Jr., to road foreman of engines, both at Roseville; C. J. Maben, to trainmaster-road foreman of engines, Klamath Falls; M. J. Maben, to assistant road foreman of engines, Eugene; R. J. Wilson, to assistant trainmaster, Avondale; C. H. Strom, to assistant trainmaster, Oakland; E. J. Posey, to assistant trainmaster, Hayden.

**TRANSPORTATION DEPARTMENT:** A. E. Simpson, to assistant superintendent of transportation; S. J. Sterling, to assistant superintendent of car service; L. P. Jones, to supervisor of car service; Miss A. M. Hallawell, to chief clerk; Mrs. E. A. Hood, to secretary, assistant vice president-transportation, all at San Francisco.

**TRAFFIC DEPARTMENT:** At San Francisco: R. C. Olson, to manager-pricing & divisions; M. K. Spaulding, to manager-pricing (TCFB): A. P. Chapman, to asst. manager-pricing (TCFB); W. J. Strawn, C. F. Head, S. R. Forbes and J. L. Hoven, all to asst. managers-pricing; J. A. Harris, to special assistant-pricing; J. F. Petrin, J. A. Phillips, E. H. Watkins, Miss C. A. Mettes, E. J. Jamieson, D. A. Carothers, M. W. Uggen and R. A. Foley, all to pricing analysts; E. K. Maki, to asst. manager- commerce; J. S. Gehring, to commerce analyst. At Houston: L. N. Monk, to assistant manager-pricing; W. M. Clayton, Jr., to asst. manager-pricing; G. A. Rembert, to asst. manager-pricing & divisions; W. R. Jones, to asst. manager-pricing; D. L. Buckner, to pricing analyst; J. E. Yocham, to special assistant, L. L. Roesler, to asst. pricing analyst. At Los Angeles: S. R. Christensen, to manager-pricing; W. D. Jackson, to asst. manager-pricing; W. E. Valentine, to pricing analyst. Other changes: T. A. Brueckheimer, to manager-pricing, Chicago; H. A. Robertson, to manager-pricing, New York; R. C. Cynor, to traffic manager-special duty, Chicago; M. D. Kolodziej, to asst. traffic manager, Detroit; W. H. Francis, to manager-pricing, Portland; E. K. Sewall, to district manager-intermodal traffic, Chicago; J. B. Hart, to district manager-intermodal traffic, New York; R. H. Sims, to traffic representative, Los Angeles; R. C. Zimmerman, to traffic representative, Oakland; M. D. Evans, to traffic representative, San Francisco; R. G. Seamans, to traffic representative, Bakersfield.

**TREASURY DEPARTMENT:** P. J. Benasso, to credit manager, San Francisco.

**PERSONNEL DEPARTMENT:** C. R. Day, to supervisor of training, El Paso; W. A. Pierce, to supervisor of training, Cerritos.

**REAL ESTATE:** Scott Bowlin, to assistant district manager, Dallas.

**COTTON BELT:** H. M. Chidgey, to senior assistant terminal superintendent; R. Williams, Jr., to asst. terminal superintendent; W. M. Taylor, to assistant road foreman of engines, all at Pine Bluff; L. A. Davis, Jr., to assistant terminal superintendent, East St. Louis.

## Retirements

**GENERAL OFFICE, SAN FRANCISCO:** J. N. Albertson, asst. to vice pres.-Operating; L. Bloomquist, clerk; A. M. Bohner, sorter; E. W. Dermody, asst. head timekeeper; O. F. Duffy, asst. mgr.-Payroll Accounting; J. A. Holmes, asst. chief engr.; L. Huppert, head janitor; F. A. Knudtson, asst. engr. of bridges; M. C. Larson, asst. engr.-Valuation; G. A. Manitsas and C. N. Minium, clerks; K. W. Pomeroy, asst. chief clerk-Data Processing; J. M. Reid, sr. clerk; M. Rouse, secy.; M. E. Robertson and R. M. Thompson, clerks; G. G. Winegar, signal insp.; J. N. Wood, clerk.

**HOUSTON DIVISION AND REPAIR PLANTS:** C. M. Alexander, agent-telegrapher; O. C. Allen, electrician; R. C. Braziel, mechanic; L. Brown, truck opr.; M. Bryant, carman; R. H. Colson, hd. clerk; A. R. Cooke, electrician; L. Fabacher, janitor; J. C. Galena, carman; A. R. Ginn, foreman; W. O. Greifenstein, electrician; W. L. Hanks and E. Harris, clerks; G. F. Kilman, blacksmith-welder; L. Hawkins, E. Lawson and H. L. Long, laborers; J. Newsome, fireman; M. C. Oliver, switchman; L. Percival, machinist; M. Perez, laborer; H. R. Powell, lineman; L. Peterson and M. L. Richard, brakemen; J. W. Reason, laborer; G. B. Renfro, electrician; P. Roman, locomotive engr.; J. H. Rutherford and L. E. Smith, carpenters; D. O. Saunders, yardmaster; T. M. Sifuentes and D. Stargill, laborers; B. G. Stevens, welder; H. W. Terrell, water service helper; N. C. Tipton, machine opr.; E. A. Unsworth, machinist; E. H. Weatherby, chief clerk; T. M. Wrenn, switchman; M. J. Zientek, mechanic.

**LAFAYETTE DIVISION:** C. H. Banks, truck opr.; E. J. Brooks, carpenter; E. Chiasson, bridge tender; J. E. Duplantis, switchman; D. V. Gilbreath, yardmaster; H. W. Perry, conductor; J. E. Thibodeaux, laborer.

**LOS ANGELES DIVISION AND REPAIR PLANTS:** A. I. Allen, switchman; R. A. Anderson, condr.; R. M. Alexander, J. A. Anderson, H. H. Anstine and E. J. Belanger, locomotive engrs.; A. J. Black, switchman; C. Bradford, laborer; C. R. Burfiend, clerk; M. M. Christiansen and W. V. Christie, locomotive engrs.; R. F. Cole and R. S. Colt, conductors; D. T. Compton, fireman; R. L. Davis, dispatcher; R. C. Diaz, fuel oil attendant; R. Diorio, car inspector; E. M. Dollarhide, carman; V. Dominguez, laborer; E. M. Echabarne, machinist; S. B. Edmunds, boilermaker; M. V. Esquivel and V. J. Esquivel, track walkers; E. W. Forsberg, chief train crew dispatcher; L. O. Gomez, machinist helper; R. Grahan, truck opr.; E. R. Griffin, locomotive engr.; M. R. Gonzales, E. G. Hall and A. P. Hecker, foremen; J. Harries, machine opr.; J. L. Hutchinson, locomotive engr.; H. Irigoyen, carpenter; E. H. Jackson, cook; E. G. Johnston, asst. head clerk; A. M. Jones, laborer; E. A. Kamradt, carman; V. E. Kelly, clerk; R. E. Kidder, mechanic; G. R. Lebaron, painter; W. G. Kelsay and K. E. Leseney, switchmen; F. Long, brakeman; J. E. Martin, foreman; R. W. McChristy and J. P. Monteleone, switchmen; G. F. Mendez, laborer; K. L. Million, traf. rep.; W. E. Moore, condr.; E. B. Nelson, head clerk; A. H. Nolan, clerk; H. D. Nunn, switchman; B. C. Pacino, carman; C. A. Palmore, locomotive engr.; W. A. Phillips, asst. trainmaster; W. O. Powell, asst. agent; P. C. Powlik, clerk-towerman; T. M. Richards, clerk; F. Rodriguez, machinist; G. W. Rosengrant, dispatcher; A. E. Schmoker, foreman; C. R. Shuster, condr.; R. J. Slotwinski and K. E. Smith, electricians; H. S. Sparks, locomotive engr.; U. Spencer and J. Stiglich, carmen; H. B. Stephens, condr.; I. H. Stormes, yardmaster; D. J. Sullivan, claims inspector; F. D. Story and S. Tortorelli, switchmen; J. Taylor, laborer, F. Toth, carpenter; R. S. Trevino, machinist; S. Troutman, locomotive engr.; W. L. Truesdell, head clerk; R. C. Turnquist, carman; J. C. Vaca and M. M. Valles, laborers; L. Varner and R. D. Vernon, electricians; S. Vedborg, clerk; F. C. Villa, machinist; M. R. Villar, claims insp.; C. A. Waggoner, car insp.; T. F. Walkup, foreman; J. R. Wamsley, locomotive engr.

**OREGON DIVISION:** L. D. Baker and P. C. Buckmaster, conductors; A. J. Brown, R. A. Carlberg and S. R. Crosley, locomotive engrs.; J. D. Campbell, carman; D. L. Carpenter, condr.; D. G. Davis, cashier; J. A. Dawson, brakeman; I. W. Deleye, locomotive engr.; H. V. Duckett, boilermaker; R. H. Dixon and V. D. Edwards, conductors; P. E. Evashenko, locomotive engr.; G. A. Falk, condr.; E. Grace, clerk; D. A. Grenzer and T. Holt, laborers; R. G. Hamilton, locomotive engr.; W. L. Hushka, asst. foreman; H. S. Isfeld, switch man; D. C. Jeppson, bulldozer opr.; C. L. Johnson, machinist; E. A. Jones, M. J. Jones, M. J. Kirby and W. B. Kendall, locomotive engrs.; S. M. Klenski, machine opr.; R. W. Kinkade, condr.; G. W. Marshall, yardmaster; O. D. McMillan, H. F. Metcalf and E. C. Moore, locomotive engrs.; J. F. Montgomery, brakeman; N. Mosqueda, laborer; M. E. Nelson, asst. chief clerk; E. C. Olmstead and W. A. Pirie, locomotive engrs.; L. W. Pruitt, condr.; I. R. Rae, car inspector; R. L. Sears and N. J. Smith, conductors; G. E. Seat, chief clerk; S. L. Smith, fuel oil attendant; E. M. Perry, clerk; G. R. Sollars, switchman; O. R. Stein, locomotive engr.; P. R. Taylor and H. D. Tillett, laborers.

**SACRAMENTO DIVISION AND REPAIR PLANTS:** M. Aguilar, mechanic; T. Allen, track walker; J. A. Andrews, equipment installer; J. A. Albert and A. A. Blumhart, asst. chief dispatchers; D. F. Bitton and H. E. Bowers, locomotive engrs.; T. E. Beall, machinist; C. B. Blank, lumber carrier; E. L. Bokelman, condr.; D. Boysol, carpenter; D. E. Brown, helper; R. A. Campbell, laborer; W. D. Chapman, W. H. Cook and T. S. Crockett, locomotive engrs.; F. W. Clary, condr.; D. D. Conard, foreman; R. E. Dunning, condr.; B. B. Eisner, switchman; F. F. Fair, brakeman; J. L. Farrow, switchman; R. Finn, machine opr.; H. S. Ford, boilermaker; E. H. Fowler, clerk; S. M. Frandsen, chief clerk; C. F. Frank, chief crew dispatcher; L. J. Gabriel and J. Germona, carmen; E. L. Glasco, locomotive engr.; S. G. Green, clerk; J. R. Harrigan, gen. foreman; J. T. Hart, carman; A. H. Hooker, foreman; R. A. Horner, locomotive engr.; P. W. Hunt and C. D. Huntsman, conductors; S. R. Hunter, machinist; W. E. Hunting, electrician; N. F. James, switchman; R. E. Jenkins, electrician; A. D. Johnson, condr.; J. H. Johnson and O. E. Koeberlein, locomotive engrs.; V. E. Kenney, carman; C. E. Knutson, car inspector; P. M. Lilyquist, signalman; A. J. Lucerna, carman; J. M. Macias, foreman; A. M. McKeen, locomotive engr.; G. R. Miller, machinist; J. A. Moxley, machine opr.; C. E. Nunn, condr.; L. G. Pettijohn, electrical foreman-Engineering; N. A. Pilliard, condr.; P. M. Popovich and T. Quintana, car inspectors; W. Popow, laborer; P. J. Schoer, upholsterer; F. R. Segovia, laborer; D. C. Shepard, carman; T. N. Short, clerk; R. J. Simcoe, condr.; M. C. Sousa, car inspector; H. W. Stoltz, locomotive engr.; L. A. Wesolowski, carman; J. Williams laborer; D. C. Wolfe, foreman; L. C. Wright, road foreman of engines.

**SAN ANTONIO DIVISION:** C. D. Alderman, switchman; J. V. Alexander, carman; L. E. Borchers, gen. yardmaster; H. L. Brown, condr.; R. L. Casillas and M. Castro, laborers; L. F. Devendorf, locomotive engr.; E. D. Duncan, brakeman; H. F. Etter, asst. chief clerk; M. M. Hayes and C. W. Hickman, locomotive engrs.; E. E. Holt, gen. clerk; H. A. Imken, condr.; E. D. Kinney, yardmaster; I. L. Lanier, clerk; M. Mathews, laborer; J. E. Miller, locomotive engr.; J. Rodriguez, machinist; E. R. Vinson, condr.; L. B. Welch, yardmaster; K. J. Weston, machine opr.; W. R. Young, switchman.

**SAN JOAQUIN DIVISION:** E. V. Allison, signal maintainer; R. Aragon, carman; R. E. Baines, sergeant; H. Brown, tractor opr.; L. M. Day, chief timekeeper; S. A. Dyson and C. T. Fraser, clerks; C. C. Gerve, locomotive engr.; C. W. Hendrickson, switchman; R. F. Howard, condr.; R. Ivory, laborer; C. T. Kewley, asst. chief clerk; R. F. Lewis, locomotive engr.; A. B. Masters, clerk; D. L. Palmer, truck driver; J. J. Reyes, clerk; E. G. Rickel, A. A. Smihula, O. A. Thompson and F. E. Westerfield, locomotive engrs.; H. P. Verhelst, laborer.

**TUCSON DIVISION:** J. C. Acosta, machinist; F. Almodova and C. M. Araiza, laborers; A. S. Aranda, car inspector; W. B. Adams, C. G. Anderson and B. B. Barringer, locomotive engrs.; R. R. Bain, foreman; T. J. Belice, head clerk; D. J. Byrne, switchman; J. D. Butler, L. P. Chapman and J. Deeming, conductors; R. D. Davis, clerk; M. Diaz, loco. supplyman; R. T. Diaz, laborer; R. H. Fountain, switchman; H. G. Galusha, sr. clerk; A. D. Garcia, foreman; C. F. Gonzalez, machine opr.; P. F. Gonzalez, carpenter; C. T. Gordon, clerk; J. J. Graves, foreman; B. R. Graham, and C. C. Hazen, locomotive engrs.; J. H. Herbert and W. M. Hudgens, brakemen; R. R. Humphries and I. E. Kelley, conductors; M. F. Kelly, switchman; E. H. Kinast, mechanic; W. Kohler, locomotive engr.; E. B. Langford, secretary; A. B. Lopez and A. D. Luna, car inspectors; A. W. Lopez, machinist; C. G. Lundquist and G. J. Murphy, locomotive engrs.; C. H. Maurel, condr.; R. B. Miller, clerk; J. A. Mutz, foreman; L. Nardin, clerk; O. E. O'Dell, switchman; H. J. Phipps, secretary; S. A. Prentice, chief clerk; K. O. Rogers, agent-telegrapher; J. R. Romero, laborer; T. H. Ruckman, H. M. Sell and P. Shockley, conductors; P. C. Saucedo, car insp.; H. N. Scott, yardmaster; F. Shindo, carman; R. J. Sholes, foreman; A. Sollie, shovel engr.; F. Smith, car insp.; R. E. Smith, business car chef; B. M. Todd, carpenter; G. Toncheff, switchman; R. V. Torres, sr. inspector; A. Vindiola, truck opr.; L. D. Wagar, brakeman; W. L. Walker, N. O. Wall and O. L. Wilsey, locomotive engrs.; W. B. Ware and D. T. Willis, conductors; M. W. Woodmansee, claim inspector.

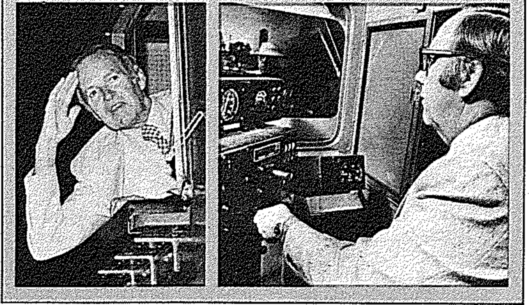
**WESTERN DIVISION:** E. V. Adams and C. J. Arosio,, foreman; J. L. Allen, carman; R. L. Aston, locomotive engr.; A. Bates, clerk; P. Benton, laborer; C. B. Birch, driver-clerk; H. Bischel and A. G. Boies, foremen; R. F. Bohling, yardmaster; G. O. Burr, condr.; H. Brown, P. Capitanich and K. L. Carre, switchmen; R. E. Cash and R. E. Childs, conductors; C. C. Cearley and E. C. Cochran, locomotive engrs.; R. N. Clemes, switchman; W. E. Davis, locomotive engr.; E. E. Decker, clerk; R. E. DeLong and C. W. Densmore, foremen; R. J. Donovan, dispatcher; N. R. Dunham and A.G. Elftman, clerks; R. W. Fink, foreman; C. P. Fisher, carman; J. B. Gilmore, business car chef; J. C. Graham, locomotive engr.; C. E. Harvey, car inspector; H. N. Hatch, chief clerk; J. Hicks, messenger; D. O. Jauregui, laborer; E. V. Johnese, condr.; D. J. Kennedy, brakeman; J. A. Lasser, pipefitter; D. D. Levy, janitor; M. C. Loftin, yardmaster; A. J. Marinangeli, electrician; G. McMahon, switchman; D. E. Metters and W. F. Miller, conductors; A. H. Miller and S. M. Montano, carmen; G. E. Mitchell, foreman; M. D. Mitchell and F. G. Nopel, locomotive engrs.; P. O. Paulson, condr.; R. Perez, switch cleaner; H. J. Pimentel, locomotive engr.; H. O. Poff, clerk; T. T. Quinn, condr.; R. J. Rankins, supplyman; M. G. Rexford, switchman; C. E. Roam, foreman; E. R. Roggero, locomotive engr.; E. E. Scott, condr.; C. J. Sechrist and L. J. Strunk, switchmen; L. C. Siple, machinist; H. J. Sternberg, truck opr.; C. D. Street, signal maintainer; C. F. Swann, condr.; L. C. Thomsen and C. W. Umbarger, switchmen; H. M. Vawter, F. J. Volz and C. E. Wallace, locomotive

## National Champion

Richie, 9, son of Richard A. Bassi, rate clerk, Traffic Dept., San Francisco, recently won the U.S. Judo Assn. national championship in the nine-year-old light weight division. He also placed first in his class in national Amateur Athletic Assn. wrestling matches this year. His dad has a brown belt in karate and judo.

## Congressional Visitors

California Congressmen Lionel Van Deerlin, left, (D-San Diego) and Carlos J. Moorhead (R-Glendale) visited SP's Engine Service Training Center at Cerritos, Calif., recently, where they tried out controls of the simulator under guidance of Dale C. Culbertson, manager, engine service training. Both were impressed with emphasis placed on safety in our overall training program.



## Brand New Quarters

Cutting ribbon officially opening handsome new offices of Railway Employes Credit Union at One Market Plaza, San Francisco, is R. E. Brewer, senior vice president, SP Land Co. Among those looking on are Merle Sheldon, 5th from right, CU secretary-treasurer; G. D. Pera, 3rd from right, CU president and asst. mgr., commute traffic; and George Watson, right, CU operations mgr. The Credit Union, now in its 45th year, has grown from assets of $22,000 in 1939 to over $4 million. It has about 5,000 members.

engrs.; C. H. Waldrop, foreman; D. N. Warner, agent; R. Weichman and M. B. Wiren, switchmen; C. E. Wieland, spec. rep.-Commissary; P. L. Wilcox, condr.; J. H. Williams, machinist.

**OTHERS:** K. L. Anderson, agent, Harbor Belt Line; H. F. Bailey, terminal mgr., PMT, Fresno; C. P. Cropley, electrician-lineman, SD&AE; J. R. Davis, dist. supt., SPPL, Roseville; A. W. Faaet, DTR, Philadelphia; E. M. Hill, head accountant, LAUPT; W. S. Smith, supvr., SPTofT&L, Houston; J. T. Wisler, asst. to dist. mgr., PMT, LA.

**NORTHWESTERN PACIFIC:** C. Goldener, brakeman; S. R. Purdom and E. C. Wahlund, locomotive engrs.; E. E. Shay, condr.; P. B. Yount, agent-telegrapher.

**ST. LOUIS SOUTHWESTERN RY.:** L. M. Baker and C. G. Bieber, clerks; R. Brooks, laborer; N. M. Clement, welder; E. J. Cornett, foreman; O. C. Cox, bridgeman; J. L. Crisco, condr.; E. E. Giles, yardmaster; R. D. Klein, mgr.-Industrial Development; T. C. Long, foreman; C. R. Lenox and G. R. O'Neal, conductors; T. J. O'Neal, agent; J. O. Panneck, foreman; C. A. Pierce, switchman; W. Rose, laborer; D. R. Rogers and E. R. Stuffers, clerks; C. J. Templeton, foreman; R. C. Thompson, yardmaster; R. E. Thornton, locomotive engr.; W. Wooley, carman.

## Deaths...

**DALLAS DIVISION:** Pensioners: J. C. Darwin, locomotive engr.; M. Gaines, watchman; G. Erskin, R. W. Fennell, A. Garcia and J. Garrett, laborers; W. E. Lucas, porter; O. L. Malone, foreman; F. L. Mansel and R. P. Mendoza, laborers.

**GENERAL OFFICE, SAN FRANCISCO:** I. A. Williamson, messenger. Pensioners: A. L. Barney, clerk; G. E Bell, chief clerk; R. Blackshear, janitor; E. L. Bouquet, typist; J. L. Bozios, clerk; B. J. Combs, AFTM; E. M. Cottle, asst. chief clerk; L. M. Coughlin, steno; J. T. Cramer, typist; R. Gadsby, chief clerk; E. L. Hamrick, clerk; E. W. Irwin, mgr.-Duplicating Bureau; E. H. Keane, V. B. Land and M. T. Marshall, clerks; E. I. Mattos, spec. accountant; H. E. McNaught, mgr.-Perishable Frt.; E. H. Olson, passenger agent; R. B. Scanlon, asst. chief clerk; R. D. Sheary, asst. signal engr.; A. P. Sullivan, secretary.

**HOUSTON DIVISION AND REPAIR PLANTS:** Pensioners: B. F. Adams, electrician helper; F. Baldomero and J. Y. Barra, laborers; T. W. Bellhouse, reg. mgr., Mechanical Dept.; P. H. Boudreaux, steward; W. Broussard, laborer; R. A. Brouillard and R. Caskie, locomotive engrs.; E. W. Cloyd, car insp.; A. E. Colvin, asst. head clerk; M. M. Comeaux, steno; H. Deburr, truck driver; G. W. Doherty, yardman; C. Douglas, laborer; A. L. Dujay, machinist; E. G. Gardemal, signal maintainer; D. Gitry, supplyman; R. Green, car inspector; L. Harper, locomotive engr.; W. C. Holliday, carman; J. Kantner, steward; C. D. Kneisler, asst. chemist; E. Mack, carman; S. Martinez, laborer; D. J. McDonald, yardman; T. McGrew, boilermaker helper; E. L. Murphy, head clerk; G. Neska and A. J. Neumann, foremen; C. D. Ratcliff, carman; W. J. Robinson, carman helper; J. Rodriguez, section laborer; W. G. Rosser, fireman; W. N. Rosenstein and L. H. Seelhorst, sheetmetal workers; A. Spiller, laborer; J. M. Sydlik, machinist; J. A. Tobola, steno; L. Tritico, head lineman; H. A. Weis, signal opr.; H. L. Wood, locomotive engr.

**LAFAYETTE DIVISION:** Pensioners: L. A. Acker, foreman; E. N. Albert, carman; J. E. Boudreaux and A. J. Brookman, locomotive engrs.; W. W. Cook, agent; T. Courville, rip track foreman; C. F. Cross, signal maintainer; D. Davis, porter; A. J. Elfert, chief clerk; F. L. Foster, stationary engr.; C. N. Hancock, condr.; M. T. Heindel, carman; C. Henry, laborer; W. Hicks, carman helper; T. A. Keen, clerk; P. Kelley, laborer; L. A. LeBlanc, switchman; H. P. Nelson, locomotive engr.; W. L. Roy, laborer; H. P. Senner, carman; S. Vice, carpenter.

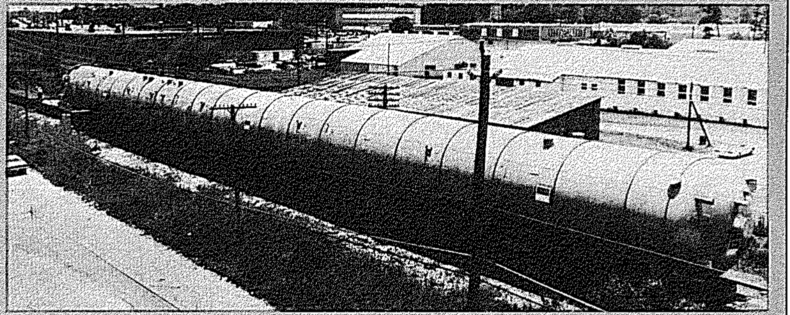
**LOS ANGELES DIVISION AND REPAIR PLANTS:** J. L. Banks, telegrapher-clerk; H. Gellman, clerk; R. F. Willhem, switchman. Pensioners: C. T. Aguilar, stevedore; A. Alba, machinist; L. R. Alvarez and F. Anderson, laborers; A. D. Atwell, signalman; E. T. Bailey, pipefitter; R. R. Barriga, truck driver; M. A. Beecher, clerk; F. P. Brady, carman; A. J. Brennan, carpenter; T. J. Brooks, switchman; G. T. Brown, supvr.-Purchasing; F. A. Carlson, clerk; R. D. Carreon, carman; N. J. Cedarland, W. J. Chapman and F. W. Coy, machinists; F. G. Crutchfield, locomotive engr.; G. D. Dalton, boilermaker; J. L. Daniel, laborer; B. H. Davis, welder; L. M. Davis, condr.; H. L. Dayton, chief clerk; W. V. DeBellis, foreman; B. E. Dilcom, car cleaner; G. E. Dunn, sheetmetal worker; P. H. Emery, car Inspector; W. E. Freeman, agent-telegrapher; E. Friedman, brakeman; J. Favela and P. Garcia, laborers; E. F. Gehlken, machinist; H. F. Gill and W. B. Gray, foremen; G. F. Green, switchman; T. Harrison, motorman; G. B. Hart, supt.-shops; J. W. Harvey, switchman; D. T. Hebert, truck opr.; L. G. Hermosillo, painter; J. Herrera, track walker; M. Hibler, waiter; R. Hooker, laborer; D. E. Hughes, foreman; H. W. Holt and F. W. Hurley, clerks; F. R. Jennings, car inspector; J. R. Juarez, laborer; P. L. Kochan, carman; E. F. Lamm, locomotive engr.; R. Lightfoot, brakeman; D. H. MacRae, machinist; R. L. McMichael, AGFA; W. E. Myers and E. T. Ness, switchmen; M. J. O'Keefe and A. E. Ovist, foreman; W. B. Parker, stevedore; S. E. Pleasants, switchman; J. A. Presley, motorman; W. F. Reardon, trolleyman; J. M. Reid, yardmaster; C. Reilly, foreman; R. D. Riggs, hostler; F. Rivera, carman; J. P. Romero, laborer; R. C. Schow, locomotive engr.; W. J. Schubert, clerk; C. O. Scott, foreman; R. B. Shadron, repairman; S. T. G. Sherreitt, engr.; W. E. Shurtleff, boilermaker; G. Soto, foreman; L. G. Stephens, car insp.; O. O. Swenson, condr.; W. L. Truesdell and M. I. Veborg, clerks; F. H. Wells, locomotive engr.; E. A. Whalen, blacksmith; L. F. Whipple, condr.; F. J. Whited, foreman; F. D. Willis, brakeman; W. C. Witt, machinist; J. A. Woodruff, ticket seller; E. L. Yeoman, switchman; H. G. Woodworth and F. W. Zilbert, locomotive engrs.

**OREGON DIVISION:** W. V. Conrady, switchman; D. R. Grothkop, brakeman; A. E. Shappy, clerk. Pensioners: J. D. Barker, doorman; R. W. Barton, signalman; T. E. Berry, electrician; F. L. Bolenbaugh and F. M. Carroll, switchmen; H. O. Clarke, crew dispatcher; M. G. Gogill and A. B. Cooper, clerks; W. Culp, carpenter; C. L. Dolynook, foreman; P. Elledge, machinist; P. C. Evenson, crew caller; C. W. Everts, condr.; G. H. Gange, clerk; S. H. Gay, telegrapher; F. T. Hanlon, brakeman; K. W. Hendricks, clerk; R. T. Hunter, machinist; P. Hess and D. F. James, locomotive engrs.; C. A. Knighten, carman; G. J. Lavoy, laborer; L. M. Lehrbach and J. A. McDonough, locomotive engrs.; D. C. Nagle and C. J. Nelson, painters; J. Petri, machinist helper; W. A. Rupp, clerk; I. F. Shelby, piece worker; R. Sirotek, foreman; W. B. Smith, condr.; L. F. Stafford, telegrapher-clerk; R. G. Stein, chief clerk; J. M. Thew, carman; W. C. Tallman and W. K. Thomas, locomotive engrs.; H. C. Weltkamp and F. C. Woolley, condrs.; F. Zentner, carpenter.

**SACRAMENTO DIVISION AND REPAIR PLANTS:** J. H. Connelly, welder. Pensioners: I. B. Anderson, telephone opr.; W. T. Andrew, foreman; M. S. Afzal and W. S. Blair, machinists; H. L. Bailey, clerk; A. L. Bohne, car inspector; F. J. Blumenstine, locomotive engr.; W. E. Brown and R. M. Capo, electricians; A. D. Castro, molder helper; F. Chem, laborer; G. Del Chiaro, painter; C. S. DeArmond, storekeeper; J. Dennis, carman; S. M. Eckstein, sheetmetal worker; A. E. Ensign, machinist helper; L. Eubanks, laborer; J. Fakundiny, machinist; G. N. Fowler, locomotive engr.; L. I. Fry, ticket agent; J. Garcia, laborer; D. A. Gemmell, chief timekeeper; G. M. Gibbons, steno; G. L. Goodale, switchman; E. J. Gross, locomotive engr.; K. H. Hamilton, electrician; W. Hurd, condr.; A. L. Holmes and J. W. Jeffries, boilermakers; E. C. Joya, machinist helper; K. A. Klutz, plater; G. D. Langdon, upholsterer; G. V. Leavitt, switchman; W. B. Lorditch, locomotive engr.; E. Machado, carman; S. C. McElwee, condr.; D. L. McInerney, asst. tax agent; C. Mendonca, loader; C. H. Najarian, machinist helper; J. R. Pilgrim, machinist; H. J. Poirier, master car repairer; P. Quintero, track walker; P. P. Rebar, laborer; L. Rector, wire chief; W. E. Riddle, machinist; L. R. Robinson, wire chief-telegrapher; J. Salaices, foreman; C. Schnaidt, molder helper; C. E. Scott, investigator; J. H. Smith, welder; A. Spanger, condr.; J. D. Speake, carman; H. A. Stinson, B. Tamantini and J. R. Taylor, boilermakers; J. L. Tremp, welder; K. Van Bronkhorst, cost analyst; H. D. Van Voltinburg, clerk; W. H. Varley, pipefitter; E. W. Vaupel, truck opr.; C. E. Walls, gen. foreman; J. W. Wedgeworth, laborer; R. E. Whittey, locomotive engr.; V. A. Wray, waitress.

---

**HAPPY 100th BIRTHDAY to retired Santa Ana Dist. Freight Agent Arthur L. Morgan, now of Balboa Island near Newport Beach, Calif. Shown with Morgan (l-r) are his granddaughter, Mrs. Margaret Spellers; daughter, Mrs. Margaret Cline; and great-granddaughter, Mrs. Sue Jensen, who is holding great-great grandson Jeffrey Jensen. Morgan retired in 1943 with 31 years of SP service.** — *Orange Coast Daily Pilot photo.*



## Longest Load Ever Shipped Over SP

Longest single load ever shipped over our lines was this 931,00-pound steel vessel measuring over 254 feet in length and more than 16 feet in diameter. It took close coordination by three railroads and eight hours to move it 25 miles from Wyatt's fabricating facility in Houston to ARCO Chemical Company's plant in Channel View, Texas. The $2 million vessel was loaded on two Cotton Belt 12-axle, 300-ton capacity cars with two center idler cars and two end idlers. Block signals and telephone poles had to be moved at some points to permit its passage. The huge vessel arrived in perfect shape. Only railroads can handle land transportation jobs this big.

**SAN ANTONIO DIVISION:** Pensioners: T. L. Adams, yardman; J. Carroll, laborer; H. M. Flagg, foreman; L. L. Daniels and G. H. Harris, conductors; M. D. Kelly, brakeman; H. G. Little, agt-telegrapher; A. D. Lopez, sheetmetal worker; S. Lopez, M. Lozano and A. P. Mitchell, laborers; B. P. Mitchell, locomotive engr.; L. B. Morris, foreman; J. P. Potter, locomotive engr.; J. Perez, J. Robledo, H. P. Sandoval and L. Sanchez, laborers; H. N. Walker, brakeman.

**SAN JOAQUIN DIVISION:** C. C. Cummings, asst. chief clerk; R. L. Gibson, switchman; R. D. Poe, foreman; C. O. Loitch and L. E. Wright, locomotive engrs. Pensioners: E. Bell, laborer; J. S. Bunting, foreman; W. E. Burke, station agent; R. M. Curtiss, telegrapher; L. W. Ellis, clerk; R. Fernandez, laborer; C. R. Flores, foreman; J. Kelley, yardman; O. W. Malone, investigator; J. W. Redden, yardman; H. D. Reynolds, steelman; S. W. Sewall, electrician; C. E. Safford, A. R. Stotler and B. R. Willmott, locomotive engrs.; C. J. Vlahakis, carpenter; M. M. Zweifler, telegrapher.

**TUCSON DIVISION:** J. L. Goldthorpe, asst. chief clerk; E. O. Weaver, clerk. Pensioners: M. R. Arvizu, ballast tamper opr.; J. G. Atkins, J. G. Blaise and J. L. Brown, locomotive engrs.; C. C. Baca and E. L. Bennett, patrolmen; C. M. Boyd, telegrapher-clerk; F. L. Bryson, trucker; C. M. Castro, asst. foreman; B. Cazier, locomotive engr.; R. W. Chalmers, T. Crow and J. E. Follett, conductors; H. A. Edmondson, switchman; F. Franklin, locomotive engr.; J. A. Garcia, carman; G. L. Henry, brakeman; J. E. Hester, locomotive engr.; R. P. Holman and S. W. Hunt, conductors; J. Jacquin, lead millman; A. Jantz, foreman; J. S. Koon, brakeman; H. A. Lietz, laborer; J. W. McPeck, foreman; Y. Medina, carman; L. Mount, carpenter; E. Nagel, secy.; A. P. Peirce, condr.; D. R. Quiroz and A. Rodriguez, car inspectors; G. Reyes, carpenter; P. Romero, foreman; J. M. Terrazas, carman; S. Torres, machinist; R. Turney, foreman; J. W. Wynne, clerk.

**WESTERN DIVISION:** L. Anguiano, truck opr.; F. D. Haber, carpenter; E. Jilka, mechanic; J. W. McClara, foreman; R. A. Woodard, agt-telegrapher. Pensioners: J. W. Antrician, shovel engr.; F. Avalos, watchman; D. L. Belew, cashier; B. F. Brown, yardman; J. D. C. Brown, lounge car attendant; H. R. Browning and R. W. Cairns, locomotive engrs.; W. C. Caldwell, switchman; H. Callins, porter; F. E. Carr, yardman; E. W. Cayton, stores helper; E. Clemons, machinist; W. L. Cole, train attendant; G. E. Combs, telegrapher; J. I. Coutts, repairman; F. B. Cummings, clerk; L. Daymond, machinist; A. M. DeFount, clerk; F. H. Depew, roadmaster; B. M. Dickerson, helper; J. S. Dougall, machinist; J. W. Eden, switchman; C. C. Engell, clerk; D. B. Engle, machinist; H. M. Enke, locomotive engr.; F. Fachner, foreman; G. Follmer, drawbridge leverman; J. C. Forrest, yardman; C. D. Foster, ballast tamper opr.; J. R. Fugundus, locomotive engr.; K. V. Gandee, ch. crew dispatcher; B. Garate, yard insp.; D. S. Geddes, pipefitter; R. E. Glidden, yardmaster; F. Grasso and E. J. Harlabakis, mail & baggage handlers; B. Hardesty and F. N. Harsh, clerks; J. Higake, butcher; G. B. Hill, tractor opr.; K. J. Hopkins, switchman; R. Horton, messenger; E. Irving, porter; R. B. Jackson, electrician; W. M. Jackson, coach cleaner; G. H. Jones, condr.; L. L. Keating, switchman; C. Knox, coach cleaner; J. E. Kronquest, clk-warehouseman; W. P. Kuechler, carpenter; A. LaFarga, boilermaker; A. D. La Framboise, checker; O. H. Kipke and D. W. Lee, locomotive engrs.; T. A. Lennon, foreman; R. S. Lewis, signal maintainer; K. A. Lipanovich, flatwork ironer; G. W. Locke, clerk; F. A. Lowell, switchman; L. J. Maggora, condr.; E. Martin, carman; R. E. Martini, machinist; J. J. Mathy, telegrapher; E. McGill, watchman; T. R. McCoy, waiter; E. Meier, laborer; J. J. Michalski, brakeman; I. P. Mihailoff, carman helper; R. R. Miller, switchman; B. Mitchell, coach cleaner; J. R. North, welder; E Oddone, apron tender; M. Ortiz, laborer; C. T. Owings, yardman; E. E. Panelli, locomotive engr.; E. Papa, laborer; J. P. Pengelly, carman; E. D. Patterson, machine opr.; J. A. Pendergrass, waiter; A. Perazzo, foreman; A. A. Perry, deckhand; R. J. Petric and L. H. Pilant, conductors; R. Radins and J. R. Ramirez, laborers; R. J. Randle, yardman; E. C. Reilly, switchman; V. V. Roberts and A. G. Singleton, agt-telegraphers; G. L. Rogers, rodman; R. L. Sargent, electrician; P. A. Shea, pumper; James R. and John R. Simmons, carmen; K. Smith, clerk; V. L. Smith, locomotive engr.; M. Sosa, foreman; A. Straughter, laborer; F. G. Talbott, brakeman; G. R. Urie, chief clerk; G. Wallace, car inspector; W. C. Watkins, porter; W. E. White, carman.

**LAUPT:** J. A. Boutte, porter; W. H. Makin and E. B. Marques, mail & baggage handlers; M. M. Williams, carman.

**NORTHWESTERN PACIFIC:** A. J. Abrew, bridge tender; A. A. Buletti, clerk; N. Evans, locomotive engr.; G. W. Hunsaker, foreman; E. Kohut, brakeman; P. O. Pruitt, telegrapher; R. J. Roach, laborer; R. J. Roix, locomotive engr.; J. L. Ward, clerk.

**OTHERS:** P. A. Adams, supt., Portland Traction; L. L. LaBerge, asst. term. mgr., PMT, SF; H. O'Neill, foreman, PMT, LA.

---

W. L. Berthiaume, 86, who retired 21 years ago as a yardman on the Sacramento Division, was incorrectly listed under "Deaths" in the last issue of the Bulletin. Our apologies to Mr. Berthiaume, who is, we are happy to report, hale and hearty.

**Southern Pacific Bulletin** Autumn, 1976 Vol. 60, No. 5

Editor: Robert G. Ottman. The Southern Pacific Bulletin is published quarterly by the Public Relations Department for active and retired employes. Editorial Office: Southern Pacific Building, One Market Plaza, San Francisco 94105.

# Gold Spike Re-Driven

California Secretary of State March Fong Eu re-drove a gold spike at Lang, 44 miles north of downtown Los Angeles, Sept. 5 to mark the 100th birthday of the SP line that first joined San Francisco and Los Angeles by rail.

Lang was the historic point where railroad construction crews, building north and south, met in 1876. Charles Crocker, then president of SP, tapped home the original solid gold spike.

The role of Chinese labor in building the line was commemorated by a Lion and Dragon dance and by the presentation of a plaque with a bilingual inscription honoring the memory of some 3,000 Chinese workers.

Among those representing SP were Vice President-Public Relations J. G. Shea, who was master of ceremonies; Regional Operations Manager John D. Ramsey; and retired Los Angeles General Attorney Randolph Karr, who had also attended the 50th anniversary celebration at Lang in 1926.

Special guests included Stanley Lau, president, Chinese Historical Society of Southern California; Scott Newhall, publisher, and Ruth Newhall, managing editor, *Newhall Signal*; and Robert Banning, grandson of Phineas Banning, who brought the first stage into the Santa Clarita Valley.

**RIGHT:** Re-driving gold spike at Lang, Calif., marking 100th anniversary of linking of San Francisco and Los Angeles by rail is California Secretary of State March Fong Eu. Behind her (with microphone) is Vice Pres.-Public Relations J. G. Shea. **BELOW:** Crowd inspected colorful SP Bicentennial diesel No. 6800 and caboose No. 1776.

SOUTHERN PACIFIC BULLETIN
P. O. Box 2267, South San Francisco,
California 94080

[redacted]

BULK RATE
U. S. POSTAGE
PAID
San Francisco,
Calif.
Permit No. 41